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[a1351]

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[a1364]

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[a545]

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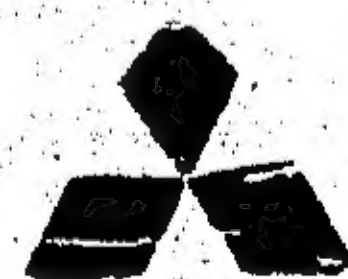
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[a761]

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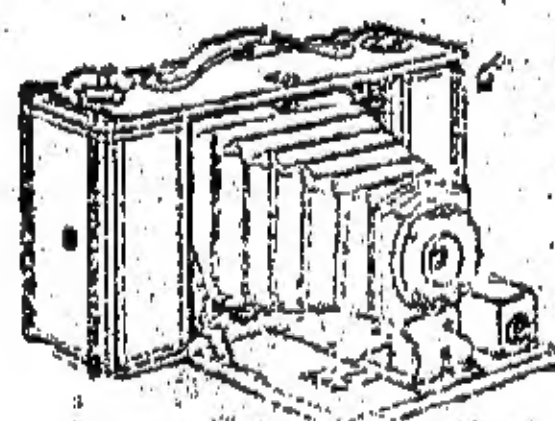


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Suites de Luxe.

Bedrooms with European Bath and  
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Perfect Sanitation.

The new Lounge will shortly be completed.

A la Carte Restaurant and Grill Room

Open 1st October.

[a31] J. H. TAGGART, Manager

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A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.

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Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if  
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Electric Passenger Elevator to each floor.

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For Terms, &c., apply to the

[MANAGER.

Hongkong, 24th July, 1905. [a630]

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A FIRST CLASS AND UP-TO-DATE

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ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly  
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Large and Airy Rooms, Hot, Cold, and Shower  
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TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a43]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort  
Fine View of the Harbour.

Telephone No. 690.

Apply to—Mrs. F. W. TATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a32]

## VICTORIA HOTEL

SHAMKUN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"







## RANDOM REFLECTIONS.

The belief that the new moon would bring along better weather conditions was justified after all. The rain did cease on the day when the crescent appeared in the sky, and the return of bright sunshine was appreciated by every body. Blake Pier is becoming thronged of an evening, as it always is in the good old summer time, which means, of course, that bathing is in full swing. Swimming parties are now finding their way by rail to Taipei, where matches are being erected on a little stretch of beach.

The bombshell which Mr. W. L. Carter exploded by calling attention to the likelihood of the American flag flying over our New Post Office has shattered our confidence in the wisdom of the Government. Not since the agitation over the "fast sit-in the Colony" have they done anything or contemplated anything which roused so much opposition as their proposal to let a portion of the New Post Office to the American Consulate. The subject has been freely discussed since Mr. Carter ventilated it in the *Daily Press*, and there seems to be a consensus of opinion that, apart from the unfitness of the whole thing, the fact that more accommodation is provided than can be utilized by Government offices suggests a negligence for which somebody should "get it in the neck."

If the Government is really desirous of seeing the whole building occupied by Government Offices, and would welcome a suggestion on the subject, I would respectfully beg leave to offer two. In the first place I think it very desirable that at least one European Officer of the Post Office should have quarters on the premises. That suggestion, I think, will be very widely endorsed. The second proposal I have to make is that the Shipping Master should be accommodated in the building. Among shipping men it has always been a grievance that they should be compelled to go all the way to the Sailors' Home at West Point, to interview the Shipping Master. In the old days when ships made a stay of several days in port, perhaps the sense of grievance was not so keen as it is in these days when the majority of vessels are here one day and off the next, and though the introduction of trams has provided a means of rapid travel to the Sailors' Home it remains a source of constant annoyance that the Shipping Master should be fixed there and his removal to more central quarters would be greatly appreciated. And could not the Revenue Department also be more suitably housed in the new Post Office building? When you come to look round, it is not a difficult matter to fill up the building with Government departments.

To-morrow the Sanitary Board meet for the first time in their new quarters, the new Post Office building. The rumour that the Sanitary Board is to have a flag is positively denied; so also is the rumour that the Board is to possess an appropriate heraldic shield with crest and Latin motto. In anticipation of such a desire, however, I understand that a local gentleman learned in heraldic lore has designed a picturesque shield and described it fully in the jargon of the laws of heraldry, but I doubt if the device would secure registration at Heraldic College.

The Legislative Council had a field day on Thursday. There was a full dress debate on that overgrown subject, the military contribution, when the Hon. Mr. Ede attempted to sail the position from a new point, but though he brought much fresh material to bear on the question he had to realize that his attack was just as likely to be as successful as Don Quixote when he tilted at the windmills. Sir Henry Berkeley was no more successful in presenting the case for those who opposed what for short may be called the Condensed Milk Bill. The Council heard all he had to say, and then proceeded to pass the Bill practically in the form to which opposition had been taken. The trade may feel a grievance, but they have doubtless made the most of the time that has elapsed since the Bill was introduced and that will elapse before it comes into operation.

We have always cherished a fondness for dogs as the friend of man, but in Hongkong during the past week one or two canines have been proving themselves to be the friends of the policeman. I don't mean to suggest that a policeman is any less of a man or more of a man because he is a policeman. Still, our members of the Force are exposed to dangers which entitle them to consideration, and the fact that the faithful canine has been on the side of law and order so much this last week would suggest that every policeman should be encouraged to have such a companion on his rounds, especially at night. In three cases dogs assisted in the capture of thieves who were running off, but I remember a few years ago that a constable on the other side of the water owed his life to the pluck of his little terrier. The officer had caught a man red-handed in a certain offence and was taking him to the lock-up when in some way the man struggled out of his grasp and obtained a hold of his cap which would probably have meant death or serious injury had it continued. The officer was helpless, but he called to his terrier to "go for him." This the dog did with such right good will that he practically tore the clothes off the thief, and sinking his teeth in the man's leg forced him to relax his hold, whereupon the constable was enabled to regain the advantage he had lost and take his prisoner to the station.

Hongkong made rather a sorry show in the interport cricket match at Shanghai. It may be that they lost the game on tactics, in going to the wicket under conditions which were favourable to the bowler, though it seems to be suggested from the facts that they were not strong enough for the combination that was arrayed against them. However, the win of the northern port makes the honours easy between the two places. Seventeen matches have been played between the representatives of both ports. Hongkong has won eight, so has Shanghai, and one match ended in a draw. Though Hongkong's score was very low, it was not so low as it was in 1906, when the two innings only produced 46 and 66, instead of 56 and 93 this year.

I see that Macao is making an effort to remain a resort. The channel is to be dredged and the seaway kept open. This may be an evidence of "new brooms sweeping clean" and may be regarded as an indication of Republican energy, but notwithstanding the contract which is being arranged there is a good deal of shaking of heads and openly expressed pessimism. No enterprise is expected in Macao in these days.

Perhaps it is due to the gambling atmosphere which has been so long associated with the place, or it may be mere business men, but it is suggested from Portuguese sources that the Government of Macao have stipulated that any treasure trove found in the channeling operations is to be handed over to the Government. I have never heard it said that there were any rich argosies under the waters there, though, of course, it may be quite possible that some of the gold-laden galleons foundered there in the olden days. But I doubt if the contractors will find as much as the divers have got out of the Spanish galleon lying at the bottom of Tebermory Bay, to work the treasure from which a syndicate has been formed.

The Derby, that classic event of the English turf, had more than ordinary interest for Hongkong this year. I understand that a military officer has derived some financial benefit from a little speculation in paper.

In this connection I am reminded of the story which might have been told of many Hongkong men yesterday morning when they were clearing their pockets after they had been to the Happy Valley the previous day. Two ladies were discussing the habits of their respective husbands, and one expressed her pleasure on learning that her husband indulged in a taste for antiquarian research. "He had some pieces of paper, in his hand the other day, and," she added, "when I asked him what they were he replied that they were the relics of a lost race."

RODERICK RANDOM.

## CORRESPONDENCE.

## THE COLONIAL REVENUE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

3rd June.  
DEAR SIR,—The debate on the Military Contribution in the Legislative Council the day before yesterday, like the question touching the revenue and expenditure of this Colony, is of great interest to the taxpayer of this Colony. It is deplorable that the Government, in direct opposition to the public wish, should find it necessary to reject Mr. Ede's motion, as Mr. Pollock pointed out extensive public works are clamouring for execution. As these are necessary, means will have to be found, and, in finding means, will the Government levy fresh taxation? Judging by the rapid increase of the liquor duty, one must admit that the Government has been most diligent in finding ways to increase the revenue of the Colony. One would therefore think that the Government would exercise the utmost care in order that the fullest benefit might be derived from each source of income. I was very much surprised the other day when I heard that for some years past, large tracts of land, rights of foreshore, sea frontage, pier rights, etc., have been granted out privately without the usual procedure of an auction. If that was the case, the Government must have lost considerable income that would otherwise have been derived from Crown lands both in Hongkong and the New Territories. My informant might have been entirely at fault, but I should suggest to the unofficial members of the Legislative Council to ask the Government if private concessions have been so granted, and, if so, a list should be published of the concessions showing who the lessees are and what considerations are given for them. I think this is a matter of which every taxpayer should have the fullest knowledge.

Thanking you in anticipation for granting space in your paper to this letter, I remain, Faithfully yours,

WONG KAM FUK.

## LOCAL SPORT.

## LAWN BOWLS.

## KOWLOON POLICE.

This league match was played at King's Park on Saturday and resulted in a substantial victory for the visitors, who won on every rink. Scores:

KOWLOON.	POLICE.
D. Harvey (skip) 13	D. McHardy (skip) 20
J. Crawford (skip) 15	W. Robertson (skip) 21
A. Ramsay (skip) 18	W. Withers (skip) 22
46	66

The Police now head the league with two matches played and two won.

## SATURDAY'S GYMKHANA.

It was probably owing to holiday fixtures that the attendance at Saturday's Gymkhana was not so large as usual, but the turf was fast, the racing good, and those who were present at the second meeting of the Gymkhana Club spent a thoroughly enjoyable afternoon. The weather was warm, but pleasant, and the programme throughout proved an interesting and entertaining one. The cash sweeps and Pari-Mutuel were in full swing and both paid handsome dividends, especially the latter, on account of the surprises which some of the races brought forth. The band of the K.O.Y.L.L. was in attendance, and played an excellent programme of music during the afternoon.

The patrons and committee of the Club are:—  
Patrons: His Excellency Sir F. J. D. Legard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General, C. A. Anderson, C.B.; Commodore J. C. Eyles, R.N.

The Stewards of the Hongkong Jockey Club (Ex-Officio); Mr. H. P. White, Capt. Dwyer, Messrs. H. J. Gedgo, C. H. Ross, C. G. Mackie, G. K. Hall Branton and Capt. Agg. K.O.Y.L.L.

Capt. Dwyer and Mr. C. G. Mackie—Handicappers.

Capt. Agg—Clerk of the Scales.

Mr. C. H. Ross—Starter.

Capt. Hughes—2nd Starter.

Mr. S. S. Sassoon—Time-keeper.

Mr. R. F. C. Master—Hon. Sec. and Treasurer.

Results of the different events follow:—

Five furlongs flat race.—For Subscription Grifflins of any season which have not won an official race. Weight for mares as per scale. Winners of first gymkhana this season of one race 7 lbs., of two or more 10 lbs. extra. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: Presented. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. D. M. Ross' Tomahawk, 160 lbs, 5 lbs penalty (Mr. Gagg) 1  
Mr. H. P. White's Taloe, 152 lbs (Mr. David) 2  
Mr. O. K.'s Donau, 152 lbs (Mr. Kilmann) 3  
Mr. James' Christmas Tree, 155 lbs (Mr. Monk) 0  
Mr. H. Humphrey's Seaweed, 152 lbs (Owner) 0  
Major W. M. Withycombe's Aligudi, 149 lbs (Owner) 0

The field were despatched in a bunch after a little delay, and Tomahawk took the lead, closely followed by Christmas Tree. Approaching the rock the Tree drew level with the leader and led the way round the village bend. Tomahawk went to the front again and led into the straight, Christmas Tree giving way to Taloe, while Donau came up strongly. Tomahawk made the most of his lead, however, and won by a length, while Taloe's turn of speed was sufficient to keep him ahead of the hard-ridden Donau.

## PARI-MUTUEL.

Winner	...	8 20.80
1. Ticket No. 65	...	\$254.60
2. " 72	...	75.60
3. " 77	...	37.80

Gymkhana Stakes.—Value \$100. Distance one mile. For all China Ponies. Catch weights at 10st. 6lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. 2nd Prize: \$25. (Half entrance fees to go to winner.)

Mr. H. P. White's Lachine, 146lbs (Mr. Master) 1  
Mr. Ellis Kadoorie's Arcadian Chief, 146lbs (Mr. Kilmann) 2  
Mr. Gilpin's Caprice, 151lbs (Mr. David) 3  
Mr. Duddell's Dorando II, 151lbs (Mr. Seth) 0  
Mr. Branton's Odoombe, 146lbs (Mr. Krenner) 0  
Considerable interest centred in the Gymkhana Stakes, the race of the meeting. The field of five were sent off together, Caprice leading past the Judge's box for the first time, with Lachine second and Arcadian Chief third. The Chief went to the front approaching the incline and Lachine took second place from Caprice. The leader was several lengths ahead when Mr. White's pony was given a free rein and gradually lessened the intervening distance. Entering the straight the Chief was lying on the rails in the van, with Lachine second and Caprice third. Whips were plied freely and Lachine, showing a fine turn of speed, drew level with the Chief a few lengths from the winning post. Great excitement prevailed among the spectators as the ponies raced together, Lachine finally drawing ahead of the Chief and winning by a neck, with Caprice third.

Time—2 min. 11 sec.

Winner	...	\$21.30
1. Ticket No. 132	...	\$432.85
2. " 16	...	125.10
3. " 9	...	62.55

Tent Pegging in sections of three. Open to teams mounted on China ponies and composed of any three members of the Gymkhana Club.

Teams:—  
Captain Briery's team, 26 points ... 1  
K.O.Y.L.L. "A" team, 25 points ... 2  
K.O.Y.L.L. "B" team, 6 points ... 3

Winner	...	\$10.90
1. Ticket No. 2	...	\$358.55
2. " 80	...	105.30
3. " 33	...	52.65

Three-Quarters of a Mile Flat Race. Handicap.—For all China Ponies. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. Duddell's Dorando II, 161lbs (Mr. Seth) 1  
Mr. Cymru's Dylluan, 148lbs (Mr. Kilmann) 2  
Mr. Volo's Greyback, 142 lbs (Mr. Agger) 3  
Mr. Ellis Kadoorie's Arcadian Chief, 156 lbs (Mr. David) 0  
Mr. W. M. Withycombe's Ben Hoe, 155lbs (Owner) 0  
Capt. Hughes' Tickey, 151lbs (Mr. Jervois) 0  
Mr. Branton's Bantam, 151lbs (Mr. Krenner) 0  
Mr. T. S. Forrest's Auchendolly, 145lbs (Mr. Both) 0  
Messrs. Lowe and Hickman's Koneal, 142lbs (Mr. Mackie) 0

The large field of nine went off in a bunch. Dylluan took the lead at the start, but at the incline was displaced by Ben Hoe, who led the field into the straight. Then Dylluan took the lead once more, but was superseded by Dorando II, who was first past the winning post, while Greyback ran a good third.

Time—1.35 2/5.

Winner	...	\$ 64.50
1. Ticket No. 88	...	\$535.50
2. " 166	...	157.00
3. " 159	...	76.50

Ladies' Nomination. Half Mile Flat Race. For China Ponies. Subscription Grifflins of the season 1910-11 and all bona fide Polo Ponies. Catch weights. Ponies to be nominated by a lady.

Mr. H. P. White's Taloe, nominated by Mrs. H. Humphreys (Mr. David) 1

Mr. Cymru's Jack Spraggon, nominated by Mrs. Blair (Mr. Jervois) 2

Mr. Gilpin's Mustard, nominated by Mrs. Shollin (Mr. Williams) 3

Taloe sprang into the lead at the fall of the flag, being followed by Jack Spraggon, while Mustard was in close attendance. Jack Spraggon drew level with the leader nearing the village, but fell back to second place as the straight was approached. Taloe had a good lead in the home run and won by several lengths. Mustard made a strenuous effort to get into second place, but was beaten by Jack Spraggon on the post.

Time—1.02.

Winner	...	\$56.00
1. Ticket No. 39	...	\$535.50
2. " 44	...	133
3. " 83	...	76.50

One and a Quarter Mile Flat Race. Handicap.—For all China Ponies. Subscription Grifflins of the season 1910-11 and all bona fide Polo Ponies. Catch weights. Ponies to be nominated by a lady.

Mr. O. K.'s Donau, 145 lbs (Mr. David) 0

Mr. James' Christmas Tree, 140 lbs (Mr. Monk) 0

With the fall of the flag the field went off in a bunch, Bantam and Alacorty being in the van for the first time past the grandstand. Passing Bowington the field opened out and Kerry took the lead, but was challenged by Bantam. At the football stand Bantam went to the front and maintained his lead until the end of the race, winning by a couple of lengths. Arcadian Chief and Tomahawk drew to the fore in the home run, the former taking second and the latter third place.

Time—2 mins. 50 sec.

Winner	...	\$81.40
1. Ticket No. 193	...	\$630
2. " 46	...	180
3. " 120	...	9

STORIES OF A FAMOUS ART DEALER.

One of the best of the stories told of the late Mr. Chas. Wertheimer, who recently died in London, is that relating to his purchase of a house for nearly £200,000 for the sake of a single China vase which it contained. Walking in Brighton he chanced to look in at an open window and caught sight of a large vase of ancient Chinese value. He practised eye immediately saw its value. To offer the owner a sum of money for it would have been to put him on his guard at once. He had a better plan. Hurrying to the nearest post-office Mr. Wertheimer found the owner's name, returned, rang the bell, and asked for Mr. X., giving the name of "Mr. Hamilton." His own name was too well known. He was shown into the study—the room containing the vase, on which, of course, he never allowed his eye to rest. "Mr. Hamilton" explained that he was looking for a modest house in Brighton, and had taken a fancy to this one. Would the gentleman entertain an offer for the place as it stood—"look, stock, and barrel"? The owner hesitated. "If your offer is reasonable," interrupted Mr. Hamilton, "I will give you an extra thousand." "Call to-morrow at 10.30," replied the owner. "Mr. Hamilton" did, and found him prepared to accept £13,000 for the 22 years' unexpired term and the contents of the residence. Mr. Wertheimer paid this, with the extra £100 promised. He afterwards sold the vase for £235,000.

Mr. Wertheimer used to tell a story against himself with great glee. The founder of the house, his father Samuel, fearless of appearances, had the comfortable habit of taking the air at the door of his shop in his shirt-sleeves. Mr. Chas. Wertheimer bought his father's handsome fur coat, for which he paid £200. The elder parent would not wear the garment till he knew its price. "One hundred pounds," said Charles, knowing the bargain would appeal to Samuel. The latter wore it for a week, and then, to his son's horror, was again in his shirt-sleeves. "My son," said the old man proudly, "I have made a splendid stroke. I have sold the coat for which you gave £100 at £200 profit."

## THE BRITISH SCHOOLS OF HONGKONG.

The Director of Education (Mr. F. A. Irving) in the course of his Report for the year 1910 makes the following reference to the British Schools:—

The average attendance at the two schools combined was 72 (60 in 1909). The average cost for each unit of average attendance was \$93.82 (\$151.14 in 1909). In my last report I drew attention to the very heavy cost of these schools. Since then a reduction of staff has been made upon my recommendation, which has brought about economy without loss of efficiency. At the Kowloon School, when the decision was made no longer to admit big boys, the necessity of having a headmaster disappeared. This School is now in charge of Mrs. Main. At the Christmas examinations there were only five girls in the upper school. In the lower school, including an infant class, there were forty, of whom twelve were five years of age and under. The children turn out extremely neat work. Special attention is paid to subjects which help to make them observant and neat-handed. Physical exercises are taken daily.

Victoria School.—In the interests of economy an endeavour was made to conduct the school without a headmaster. But it was found that a man's authority was needed for the big boys. Mr. Barlow, supervisor, acted as head from September till nearly the end of the year, when Mr. Cox, appointed from Home, took up his duties. The unfortunate boys in the upper school have served under six headmasters, acting or substantive, in the past three years. It is now to be hoped that something approaching permanency has been arrived at. This school prepares English boys to take their place in the service of the Colony, whether in the Government or private employ, and it is highly important that it should succeed in turning them out capable to meet the competition of English-speaking Chinese. I feel some confidence that as now organised it will do so successfully.

## ANGLO-AMERICAN ARBITRATION.

## DRAFT OF THE PEACE TREATY.

The *New York World* prints the text of the tentative draft of the Anglo-American treaty of arbitration as thus far agreed to by the Governments of Great Britain and the United States. The preamble is as follows:—  
The Governments of the United States and Great Britain, finding it advisable and humane to settle all differences which may arise in the future without resort to force in order to preserve order and peace in conformity with existing arbitration treaties and understandings, hereby agree to consider and on or after a settlement of all questions involving the vital interests, independence, and honour of the two high contracting parties by means of arbitration and peace, under such conditions and for such period of time, as shall hereinafter be fixed.

SECTION I.  
Differences which may arise of a nature which it may not be possible to settle by diplomacy shall be referred to The Hague Court of Arbitration, provided, however, that they do not affect the vital interests, independence, or honour of the two contracting States, and do not concern the interests of third parties.

SECTION II.  
In all cases of differences affecting the vital interests, independence, and honour of either or both the two contracting States, the question shall, upon termination of consideration by the respective diplomatic offices, be held in abeyance under continued amicable relations pending the selection and appointment by the respective Governments of plenipotentiary High Commissioners, accredited with all the necessary powers to act as a mutual court for settlement of the dispute.

SECTION III.  
All cases of differences which concern the interests of third parties shall not be considered if in the case of an ally of one of the contracting States except by consent of the said third parties, under such conditions as shall hereinafter be determined by this agreement, and it is agreed that the said third parties shall suitably be represented during the adjudication of their differences. In case of the question involving a third party not an ally, the question shall be arbitrated according to the treaties and conventions existing at the time this treaty goes into effect, or such treaties as shall hereafter be contracted by the two high contracting parties.

SECTION IV.  
During the operation of this treaty the United States on the one side and Great Britain on the other consent not to become parties to any convention, treaty, understanding, or alliance with any Power or Powers except by consent of the other.

SECTION V.  
Provisions of treaties and alliances to which both contracting States are parties at the time this treaty goes into operation are not to be considered binding upon either of the two States in the settlement of disputes involving the vital interests, independence, or honour of the two Governments except under Section III.

SECTION VI.  
Each Government agrees in the event of a dispute which is not adjudicable by The Hague Court of Arbitration under the exemptions of this treaty, that each Government will hold itself responsible to defray all expenses and pay all damages arising from the said dispute.

SECTION VII.  
In each individual case the high contracting parties, before appealing for the settlement of questions referred to in Sections II and III, shall arrange separate prayers in duplicate, defining clearly the matters in dispute, the scope and nature of the differences to be arbitrated, and the period fixed by common consent for the formation of the plenipotentiary arbitration Commissioners and the duration of their terms.

SECTION VIII.  
The Plenipotentiary Commissioners shall be appointed for the United States by the President and for England by the King, both subject to the confirmation of their respective Governments, which shall ratify the sittings and findings of the High Arbitration Commissioners.

SECTION IX.  
It is agreed that all differences not affecting the vital interests, independence, and honour of either of the two contracting States shall be submitted to the Permanent Court of Arbitration, in accordance with the existing arbitration treaties not superseded by this agreement, and that the two Governments will observe the stipulations of such treaties as may concern the subject in dispute.

SECTION X.  
Both the high contracting parties are at liberty to agree to arbitration treaties under these terms with any other Governments, in which case both the high contracting parties shall be bound to the new treaty.

SECTION XI.  
The present treaty shall go into effect immediately upon the signing in duplicate, and it shall remain in operation for an indefinite period although it may be terminated at the end of every fifth year from the date of signing upon six months' notice from the Government desiring to withdraw.

## INTIMATIONS

## CORONATION CANDLES.

WE Beg to Notify the Public that

We have Just Received a Large

Shipment of SHORT CANDLES,

suitable for the forthcoming CORONA

TION ILLUMINATION, and they are

requested to make an early application

to avoid disappointment, as the demand

is likely to be great.

## H. RUTTONJEE &amp; SON,

88 and 40, Queen's Road,

Central,

HONGKONG.

## GOLD AND SILVER WATCHES

ENGLISH, SWISS AND ELGIN

## SUPERIOR QUALITY MOVEMENTS

## Chas. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS.



## WHY GO TO N. LAZARUS FOR YOUR GLASSES?

You will receive Fair Treatment.

A Careful and Intelligent Examination

We have a Sound Optical Reason behind every Lens

## N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 35. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. 1st-10th.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1911, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of ONE LOT of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Upst. Price
Lot No. 100	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 101	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 102	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 103	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 104	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 105	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 106	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 107	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 108	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 109	100 ft. by 100 ft.	1.00	10,000	10,000
Lot No. 110	100 ft. by 100 ft.	1.00	10,000	10,000

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "NUBIA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 3rd June, 1911.

## PEAK TRAMWAY CO., LTD.

## NOTICE.

ON and after 15th inst., the following additional Cars will be run—

## WEEK DAYS:

7.15 A.M.

8.15 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

## SUNDAYS:

9.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd June, 1911.

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. HERBERT STEPHENS has severed his connection with our Firm and that the Authority to Sign per pro. which he has hitherto held has been withdrawn as from this date.

DADY BURJOR & Co.

Hongkong, 31st May, 1911.

## ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES AND CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road.

Hongkong, 1st June, 1911.

## YOU

Can always get the best quality.

## LOCAL

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## and

## AUSTRALIAN

FROZEN MUTTON,

LAMB, RABBITS.

HARES.

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DAIRY FARM CO., LTD.

Butcher's Dept.

Price list on application.

[36]

## PUBLIC COMPANY.

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1910 of THIRTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1911, on Warrants to be obtained at the Company's Office.

The DIVIDEND will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 2nd June 1911.

## WANTED.

BY a YOUNG LAD, fresh from School, employment as a Clerk; knows Short-hand and Typewriting. Moderate Salary to start with.

Apply—H. R., Care of "Daily Press" Office. Hongkong, 3rd June, 1911.

## WANTED.

AN ENERGETIC AND EXPERIENCED CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Good Salary to a Capable Man.

Apply in writing to "X," Care of "Daily Press" Office, Hongkong, 2nd June, 1911.

## EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—A. B. C., Care of "Daily Press" Office, Hongkong, 17th May, 1911.

## ILLUMINATION.

FOR SALE RED JAPANESE LANTERNS of approved size and CORONATION CANDLES

of 62" long—burning for 4 to 4½ hours. Prices without competition.

Please send order early to avoid disappointment.

GRAU & CO., PEDDER ST. (Hongkong Hotel Building).

NOTHING BETTER FOR THE SEASON! JUST RECEIVED—EX-ENGLISH MAIL. YOU WILL FIND OUR RANGE INCOMPARABLE

FOR QUALITY, STYLE AND PRICES. NEW FASHION STYLE BATHING DRESSES AND CAPS.

White Lace Striped Muslin, Printed Dress Voiles, White Swiss Embroidered Muslin, Dress Muslin, White Embroidered Striped Dress Muslin, White Fancy Shirting, Mercerised Strips Fancy Voiles, "The Elite" Striped Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—Plain Finest Mues Lisle Black, Tan, High Spliced and Double Sole.

Plain Finest Side Silk Clor Lisle Black, Tan, Lace Plain Silk Black Stockings.

Lace Also Boys and Girls, Best Values.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 1st May, 1911.

## A LING &amp; CO..

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

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Hongkong, 31st July, 1907.

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"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

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MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

## INTIMATIONS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 2 of 1875 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

Hongkong, 27th May, 1911.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

By Order, A. R. LOWE, Secretary.

Hongkong, 1st June, 1911.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

By Order, A. R. LOWE, Secretary.

Hongkong, 1st June, 1911.

## FOR SALE.

## HOTEL FOR SALE.

A Coast Port, as a going concern. Proprietor retiring.

For further Particulars apply to "HOTEL," Care of "Daily Press" Office, Hongkong, 5th May, 1911.

## FOR SALE OR TO LET.

"K. ENLIS," 76A, PEAK, SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn; 15 minutes' walk from Tram, 7 minutes' from "RICKSHAW." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd February, 1911.

## TO BE SOLD.

A HOUSE on Barker Road. One-third cash, two-thirds on mortgage if desired.

Apply—R. B. L., Care of "Daily Press" Office, Hongkong, 29th May, 1911.

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285. EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., LTD., ENGINEERS, & Co., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906.

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

PRICE ... \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1911.

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BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to BSSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co., Hongkong, 26th October, 1906.

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## TO LET.

GODOWNS, 95 and 96, PRAYA EAST. Apply—CHATER & MODY, Hongkong, 31st March, 1911.

## TO LET.

NOS. 9 and 10, MACDONNELL ROAD. GODOWNS, To Let, at Blue Buildings, 4A, PRAYA EAST.

"CREGGAN," 39, THE PEAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, PRAYA EAST, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, PRAYA EAST. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st June, 1911.

## TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 7th April, 1911.

## TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office. No. 24, D'AGUIAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc., Apply to—YEE SANG FAT, Same Address, Hongkong, 24th February, 1911.

## TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st June, 1911.

## TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position. WOODLANDS VILLA, West, 25, Seymour Road.

No. 9, BEACONSFIELD ARCADE (Shop). THE EYRIE, No. 13, Peak, newly Painted and Colour-washed, from 1st June, 1911.

BEACONSFIELD, from 1st June, 1911. FOR SALE—JOS. CHART, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 31st May, 1911.

## TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911.

10, MOUNTAIN VIEW. Apply—Y. Z., Care of "Daily Press" Office, Hongkong, 4th April, 1911.

## TO LET.

FIRST FLOOR of No. 4, DES VOEUX ROAD CENTRAL. FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower). Can be let separately. Rent moderate.

GODOWNS in MASON'S LANE, good for storage of Wines and other Articles. Rent moderate.

Apply to—DAVID SASSOON & Co., LTD., Hongkong, 2nd June, 1911.

## TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor. Apply—"REX," Post Office Box 418, Hongkong, 9th May, 1911.

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st June, 1911.

## TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 253 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 14th February, 1911.

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON HOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909; ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,625,000

RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " WM. DICKSON, Manager.

Hongkong, 2nd May, 1911.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911.

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4½ per cent. 6 do. 4 " 3 do. 3½ " 2 do. 3 " C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central, Hongkong, 4th August, 1909.

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Taiwan, Kobe, Nagasaki, Tokyo, Osaka, Yokohama



## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"COBLENZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 30th May, 1911. [5]

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

From SOUTH AMERICAN PORTS  
AND JAPAN PORTS.

THE above-named Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 2nd June, at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from Consignees' Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Godowns, and all Goods remaining undelivered on TUESDAY, the 6th June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before WEDNESDAY, the 14th June, otherwise they will not be recognized.

K. MATSUDA,  
Agent.

Hongkong, 31st May, 1911. [77]

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"PRINZ EITEL FRIEDRICH,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo:  
Ex s.s. "Burgemeister" from Ibo and Zanzibar.

Ex s.s. "Manna" from Venice.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 30th May, 1911. [5]

FROM EUROPE.

## THE H.A.L. Steamship

"SLAVONIA,"  
Captain Peter, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 1st June, 1911. [779]

EAST ASIATIC COMPANY, LTD.,  
COPENHAGEN.

## NOTICE TO CONSIGNEES.

THE Steamship  
"SIAM,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,  
Agents.

Hongkong, 1st June, 1911. [733]



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF  
IMITATIONS.SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS. [56]

APENTA

Natural Aperient Water

For use by

THE BILIOUS,

THE GOUTY,

THE CONSTIPATED,

and

THE OBESE.

DOSE:—A Wineglassful before  
Breakfast.

士 通 力 汽 水

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90  
cents a dozen Syphons. Anyone can do it.Failure is impossible. And you can save  
50 per cent. by making your own Mineral  
Waters at home with the

"PRANA"

SPARKLET SYPHON.

which lasts a lifetime and  
can be purchased from any  
Chemist or Store.

PRICE:—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE:—

SYPHONS per doz. \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.

WHOLESALE AGENTS,  
246 & 248, Des Vaux Road, Central,  
HONGKONG.

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## THE MAKING OF SCOTLAND.

Mr. Andrew Lang, reviewing a book by Sir  
Herbert Maxwell on "The Making of Scotland,"  
says:—

Examiners do not give many marks for knowledge of the history of Scotland; probably a man could get a first-class in the Oxford History School though he had never heard of King Cyrie or Grig, and could not explain why the gracious Duncan was an usurper. In the Scottish Universities I am not aware that there is a single Chair of the national history. Few read a subject so unromantic in marks, but "the history of an anonymous donor" has founded in the University of Glasgow a course of six lectures in Scottish history, and Sir Herbert Maxwell, the first lecturer, has set a good example to those who may succeed him. He has chosen the most popular period, the Wars of Independence (1290-1354), and he has filled his work with matters of chivalric interest: "Large white plumes are dancing in his eyes." Somebody else, later, may devote his lectures to "The Evolution of the Early Scottish Linen Trade," or "The Constitutional History of a country which has next to none." He briefly sketches the "Making of Scotland" from the dark Sixth Century to the death of the last of the Kings of Scots. The next four lectures are given to Wallace, Bruce, and the almost hopeless struggle after the death of Randolph, and the last deals with "The Character of Border Warfare," and the Border ballads. The thorny paths of the Reformation, the Covenant, and the Restoration may be trodden by later and bolder feet, but Sir Herbert marches among "barrows, the palms, and the green." On the question of the early history of Scotland, and of the honesty of Edward I., he holds views very honourable and sportsmanlike, but too favourable, I think (and I am not a Scottish chauvinist) to English claims and to Edward, a great man, a great warrior, but very English, and with a distinct "thread of the attorney" in his fabric. As to the early proceedings of Robert Bruce, Sir Herbert conceals and palliates nothing. No man more frequently than Bruce, is it in a spirit of mischief that Sir Herbert persists in tracing Wallace's outlawry to a theft of three shillingsworth of beer from a woman who kept a tavern in 1296? The name Wallace, or Walsh, or "le Waleys," was a common name enough; there is absolutely no proof that the "William le Waleys" who did not pay for his beer was he who, with the great Montrose, is the most stainless of Scottish heroes.

Sir Herbert rightly traces the Union of Scotland, save for many landholders, and several Highland clans, against Edward, to the influence of the clergy. They were fighting for the independence of their Church as against the claims of York and Canterbury, and we know that they preached a holy war; and paid no more attention than John Knox would have done to the Royal excommunication of the homicide Bruce. Archbishop Beaton and Cardinal Beaton, under Henry VIII. pursued the same policy of national independence, getting nothing but abuse from historians for their skill and courage, though it is easy to demonstrate that, but for the Beaton, Scotland would never have received the boon of Presbyterianism. To be sure, they were unscrupulous instruments. In the centre of Sir Herbert's right hand (as military historians say) on Beaton and Sir Thomas Gray, with the chronicles; his left on Froissart and the ballads. His narrative is critical, yet picturesque, and "at the blood like the sound of a trumpet." The good old stories of Scott's "Tales of a Grandfather" are retold and well told, better told they cannot be than by Scott. The infamy of the destruction of Bruce's tomb by Knox's Brethren is not concealed; rather one may say, it is well rubbed into the national conscience. Bruce was a Fenian, much as his tomb! was the word. Sir Herbert justly protests against "The Dictionary of National Biography," that Edward Balliol was never King of Scotland. The thing is in all ways a stark impossibility, but the "Dictionary of National Biography" is not strong on Scottish history; and Sir Walter Scott, despite "the Dictionary," was not descended from a Duke of Buccleuch of the Fourteenth Century. Sir Herbert himself writes, baldly, "I fear that the War of Independence 'welded all parts of Scotland into a solid realm.' For long the Celtic clans of the Lords of the Isles spoke of Scotland to the English as 'our old enemy.' We cannot forget the Treaty of Ardornish and the alliance of Donald Dubh. An essential error of the Press is (p. 214): 'But the Jardines would win his ride,' in place of 'The Jardines would win his ride,' in Hogg's text of the ballad of Ochterloun. I now put the authority for the statement that at Ochterloun Percy killed Douglas, 'bleeding from three spear wounds,' with his name, Froissart, here the best authority, mentions the spear wounds; my memory is at a loss for Percy's name. Sir Herbert accepts Pitcottie, apparently, or the ballad which Pitcottie probably followed, for the treachery of James V. to Glenchie. He also follows that valuable authority, 'it is said.' But a ballad 'never tells the truth except what it cannot think of anything better, as in the parallel case of the hanging of Cockburn of Henderland at his own door.

One course of Scottish history is the fiery attachment to erroneous tradition, in Knox's "History," in legend, in ballads, and in such forthright fabulists as George Buchanan. Sir Herbert says that critics 'have end-avoured to undermine our faith in the genuine character of Border balladry; but so far as I am concerned, my faith in them is unshaken.' Does this mean that Sir Herbert prefers the evidence of "balladry" to that of documents? Does he really believe, on the word of "balladry," that Leslie, at Philiphaugh (1645), was "conquered" by a man who had fought at Solway Moss in the year of the birth of Mary Stuart; and at Dunbar in the reign of Edward I.? He has "little patience" for people who do not think the ballad of "Jamie Telfer" genuine. What is meant by "genuine"? The ballad is an excellent ballad, an excellent description of events, such as between 1580 and 1600 were, on documentary evidence, constantly occurring. But the actual events recorded in the ballad never occurred as they are described, any more than the events in "Mary Hamilton" or "King James and Brown" ever occurred; or the siege of St. Andrew's Castle by the French, or the disaster of Solway Moss, as Knox narrates them and as Froissart accepts his narrative. Sir Herbert speaks of "Ballad Havers," "Wallace" as a "ballad" (it is a literary epic chronicle), and calls it a "rehearsal of oral tradition." It is, as Mr. Neilson has proved, a good deal worse than that, but "a genuine ballad" is that, with all the confamations of later reciters. A ballad, however "genuine," is not history; it is something perhaps better. The brief passages on society in Sir Herbert's book are make, and are admirably done. He has dared to make history interesting, and unimpeaching history; however scientific cannot be true history.

## A YEAR'S WORK IN THE POST OFFICE.

The report on the Post Office Department for last year has been published. We make the following extracts therefrom:—

## MAILS.

The number of mail bags and packets dealt with in the General Post Office, Hongkong, amounted to 223,076, an increase of 13,967, or over 6 1/2 per cent., compared to an increase of 4,820 in 1909. This increase of 6 1/2 per cent. represents increased business due to annual increase, and, in particular, more mails being closed for the Siberian route to Europe. The number of bags and packets sent in transit through the Post Office amounted to 63,820, an increase of 23,494, or 58 per cent., while the number of parcel receptacles rose from 432 to 3,482. The large additional amount of transit mail dealt with was largely due to mails between the United States and Manila, and the increase in the number of parcel receptacles was owing to the large number of parcel mails sent by the Chinese Imperial Post Office.

## REGISTRATION AND PARCEL BRANCH.

Registered articles and parcels handled in Hongkong amounted to 1,001,310, compared with 522,586, an increase of 478,724, compared with the previous year. The increase in registered articles dealt with was chiefly on account of correspondence to and from the American Continent and correspondence forwarded by the Siberian route. The registered articles from America are mostly for China, the increase in the number of these points to increased trade and business. As regards those sent by the Siberian route, the increase is owing to this route being opened up, and to the more careful treatment of correspondence intended for conveyance thereby.

The registered mails received from the American Continent by the Canadian Pacific packets are the largest received at Hongkong. The number of registered letters amounted sometimes to well over 7,000, and when it is considered that about 98 per cent. of these letters are for Chinese and contain drafts averaging over \$200 in value a letter, an idea can be gathered of the amount of money transmitted by the Chinese in America to their native country.

## REVENUE AND EXPENDITURE.

The Revenue amounted to \$519,066.54, being an increase of \$75,019.96 as compared with the year 1909. The sale of postage stamps in Hongkong amounted for \$57,273.35, and at the Agencies \$10,742.55, of the increase. The Expenditure amounted to \$470,964.35, a decrease of \$39,945.64. The decrease being due to a higher average rate of exchange and to four instead of five quarterly payments of the contribution to the Peninsular and Oriental Steamship mail subsidy being paid during the year under review. The increase for revenue therefore amounted to almost 17 per cent., and on the working of the post office there was a profit of \$48,082.19 compared with a deficit of \$66,834.41 for the preceding year.

On May 14th a new 5-cent stamp, for revenue purposes only, was issued and the issue of the 5-cent postage and revenue stamp discontinued. The Colony has adopted the Imperial colour scheme for stamps, the stamps of similar values in the different Colonies adhering to this scheme being printed in similar colours. During the year the colour of the one-cent and two-dollar stamps were altered to agree with the above mentioned scheme. The large increase in the 5-cent revenue stamps was due to steps taken to enforce the stamping of receipts, and to stop several abuses which were found to be existing. The decrease in the number of \$2 and 50-cent stamps sold was due to the fact that school fees are no longer payable in stamps.

## MONEY ORDERS.

The set-back in money order business caused by depression in 1908, which recovered to the amount of \$6,100 in 1909, has been totally recovered in 1910, the net increase being \$12,935, more than double that of the previous year. The volume of business has exceeded that of 1907, the record year. The extension of the system of issue and payment of British Postal Orders throughout the Empire has greatly increased the use of these orders. The sales in 1907 were \$11,764, payment \$23,269; in 1910 \$19,784, and \$26,765 respectively. There was a falling off of \$6,000 in Local Postal Orders owing to unfavourable rates in the money market at the Agencies in China.

A direct exchange of money orders with French Indochina came into force on the 1st October, 1910.

## DEAD LETTERS.

The total number of all articles received and dealt with in the Dead Letter Office at Hongkong (including those despatched from that office to offices of origin) during the year 1910, amounted to 146,413, comprised as follows:—Letters, &c. received from abroad 47,221; despatched, 55,429; and undeliverable by Hongkong, 43,760. Of the letters returned from abroad and local letters, etc., undelivered it was possible to return 3,283, senders. In the case of a very large proportion of the Chinese letters so sent back to this office it was absolutely impossible to return them owing to the names and addresses of sender being lacking. There is to be added to the total of those returned to offices of origin, letters, etc., relating to lotteries, 14,985.

Enclosed in 41 unregistered letters were, and sundry articles of value as well as money orders, Bank Notes, Bank Drafts, Imperial Postal Orders and Cheques, and were returned to the respective senders, registered.

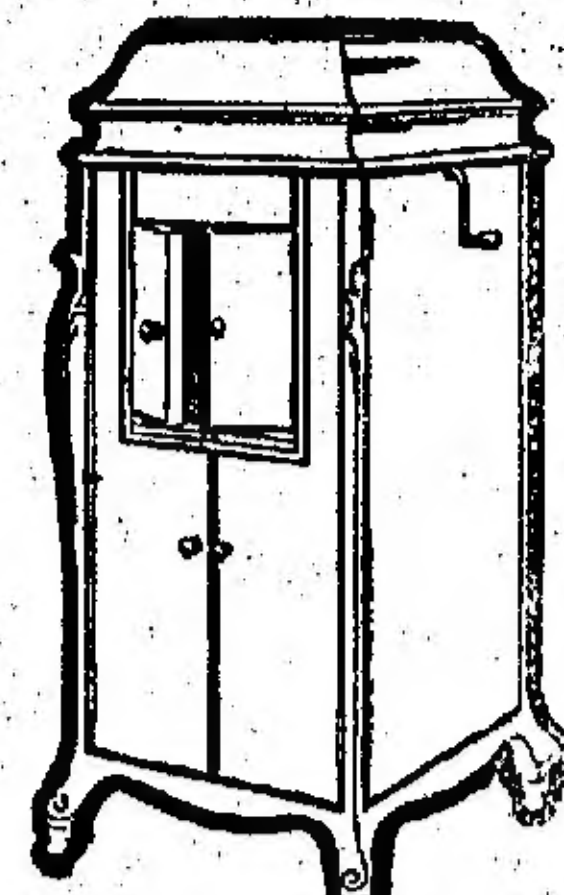
One hundred and forty-eight (148) Chinese and 15 European letters were found to contain coins, and of these it was possible to return to senders (under registered covers and subject to a fine of 20 cents) 45 of the former and 14 of the latter. Owing to the deficiency of the sender's name and address the others, after record, were destroyed and the contents paid in to the credit of "Unpaid Postage." The coins so enclosed in nearly every instance were one or two cash.

Post Cards bearing the imitation of postage stamps and addressed to the United Kingdom, (which are there prohibited), to the number of 105 were withdrawn from the mails, and 35 ordinary Post Cards with neither address nor the sender's name were found posted in the letter boxes.

## CHINESE BRANCH.

The total number of Chinese registered articles delivered by this Branch 223,170, of which 136,135 were from the United States of America and Canada, and 70,035 from China and other countries, showing a total increase as compared with the year 1909 of 24,365 and an increase of 21,080 as compared with the total of 1908. The figures for the three years are as follows:—

	1908.	1909.	1910.
From U.S.A. and Canada	123,102	119,436	136,135
From China and other Countries	63,988	64,369	70,035
	187,090	183,805	206,170

RECORDS WORTH HEARING.  
ROBINSON PIANO CO., LTD.

Love Light Waltzes  
Sirens Waltz  
Cascades of Roses Waltz  
Yama Yama Medley  
Friedrichs March  
The Charming (Xylophone)  
Irish Wit  
Boccaccio March  
Horaphie Rag

A Bunch of Nonsense  
Please don't tell my wife  
Father was out  
Foolish Questions  
Hello! People  
Bambasto March  
Pansies Mean Thoughts  
Arrah Wenna  
Yaller Gal (Laughing Song)  
The Silly Cavalier (Merry Widow)  
Gay Gassoon (Banjo)  
Roll on, Silver Moon (Yodel)  
Yankee Prince Selection  
Narcissus  
Ring o' Roses from (Dollar Princess)  
I hear you calling me  
Melody of Irish Jigs  
Mildred Selection  
Taddy Bear's Planie  
Moon, Dear  
Humorous Variations  
Never introduce your bloke to your lady friend  
Maiden Butterfly Selection  
The Moon has his eyes on you  
"Balance Corners" Lancers  
Polka Fantasia Selection  
Serrande (Piano)  
Dollar Princess, Melody  
Take me up with you, dearie  
If you alone were mine (Two Step)

1734

## BENGER'S FOOD

is for Infants and Invalids  
and for those whose digestive  
powers have become weakened by  
illness or advancing age.

If the digestive functions, however weak, can do any work at all they should be given work to do to the extent of their powers. In the easy process of its preparation the digestibility of Benger's can be regulated to give this work with extreme nicety.

The "British Medical Journal," says—"Benger's Food has, by its excellence, established a reputation of its own. Benger's New Biscuits deal with the most common doubts and difficulties which mothers have to encounter. It is sent post free on application to Benger's Food, Ltd., Other Works, Manchester, England. Benger's Food is sold in tin by Druggists, etc., everywhere."

61.4

DINNEFORD'S  
MAGNESIA

The Physician's Cure for  
Gout, Rheumatic Gout  
and Gravel.

Safe and most Effective  
Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Bilious Affections.

425

COLEMAN'S  
WINCARNIS,  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis given a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

## MUSTARD &amp; COMPANY

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Seachow Road, Shanghai, 402

The number of ordinary correspondence dealt with has largely increased, although no records are kept.

The number of Postal Hong licences issued during the year was 34, showing a decrease of 3 Hong licences against those issued in 1909. Two Hong licences were cancelled during the year for breach of Post Office Regulations.

## WESTERN BRANCH POST OFFICE.

The amount of correspondence sent between this Branch Office and Canton was despatched 686,006 letters, 4741 other articles, and 9,577 registered articles. Received 938,537 letters, 10,163 other articles and 4,642 registered articles. These figures show an increase of 344,954 compared with the figures for the previous year. In addition to the above 10,641 Hong packets were despatched and 14,462 received; these Hong packets are gradually decreasing, while the number of ordinary letters increases. The value of stamps sold at this branch amounted to \$65,494.90 compared with \$108,592.60 during 1909. This decrease was caused by the extraordinary purchase of stamps at the General Post Office with copper coin. Owing to the discount on copper coin it paid collier to purchase a dollar's worth of stamps with 100 cents and reall for silver at various Chinese shops. By the end of the year this copper purchasing had stopped.

## MISCELLANEOUS.

Owing to the continued financial loss sustained by the Colony of Hongkong on the despatch of the postal agencies in China, representations were made through the Government of Hongkong to the Imperial Government, with the result that the



## INTIMATIONS

Do you know—

The REMINGTON TYPEWRITER was the first Typewriter?  
That all recent progress in Typewriters is REMINGTON  
PROGRESS?

A leadership unbroken since the invention of the writing machine.

SIEMSEN &amp; Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA  
AND FORMOSA.

[533-13]

ON SALE.

# THE DIRECTORY AND CHRONICLE 1911.

FOR

China, Japan, Korea, Indo-  
China Siam, Straits Settlements,  
Malay States,  
Netherlands India,  
Philippines, Borneo, etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is treated by a DESCRIPTION, carefully revised each year, most of which will serve as accurate guides for the tourist, giving every detail in connection with the place, their history, topography, etc., etc. The information in these descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,382, \$10.00. Directory only pp. 1,292, \$8.00.

The Directories and Descriptions are of

CHINA  
Peking  
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Peitaiho  
Chinwangtao  
Taku  
Antung  
Manchurian  
Trade Centres  
Newchwang  
Tientsin  
Port Arthur  
Cheloo  
Waihaiwei  
Kiaochow  
Mukden  
Shanghai

Soochow  
Chinkiang  
Nanking  
Wuhu  
Kewkiang  
Hankow  
Yochow  
Shanghai  
Ningbo  
Wanchow  
Santo  
Tainanfu  
Amoy  
Swatow

Canton  
Whampoa  
Kowloon  
Lappa  
Samahui  
Kongmoon  
Nanning  
Kwangchow  
Kwangchow  
Hohow  
Lungchow  
Mingto  
Hokow  
Szamow

JAPAN AND FORMOSA

Tokyo  
Yokohama  
Hyoogo  
Kobe  
Shimonosaki  
Osaka  
Moji  
Nagasaki  
Hakodate  
Amoy  
Swatow

EASTERN SIBERIA

Vladivostok  
Nicojewsk  
Chosen  
Wusan  
Fusan  
Kusan  
Pingyang  
Sungpho

HONGKONG AND ITS DEPENDENCIES.

MACAO  
Hanoi  
Haiphong  
Tonkin Province  
Quinhon  
Cambodge

FRENCH INDO-CHINA

Manila  
Samar  
Sarangani  
Sulu  
Sulawesi  
Sulawesi

NETHERLANDS INDIA

Batavia  
Buitenzorg  
East Coast of Sumatra  
Samarang  
Sourabaya  
Macassar

NAVAL SQUADRONS

British  
French  
German  
Japanese  
United States  
Siam  
Italian

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

The features in the 1911 Edition are the CLASSIFIED LIST OF TRADES and PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS contains the names of over 20,000 FOREIGNERS, carefully arranged, with Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up to date. They consist of this year of the following:

COLOURED PLATE OF FLAGS OF FOREIGN HONGKONG MAP OF THE FAR EAST  
PLAN OF YOKOHAMA  
PLAN OF KOBÉ AND HYOGO  
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p. Comdr. A. Lowndes, Weihaiwei.  
Astrak, 2nd class cruiser, 4,550 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.  
Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Hongkong.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.  
Cadmus, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. Lygon, Shanghai.  
Cherub, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.  
Olio, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. E. Vane, Shanghai.  
Fame, torpedo-boat destroyer, 340 tons, 2 guns, 5,700 h.p., Lt. Comdr. H. S. Moore, Weihaiwei.  
Flora, 2nd class cruiser, 4,550 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.  
Aart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.  
Jama, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. E. Blackwell, Weihaiwei.  
Kear, armoured cruiser, 2,800 tons, 14 guns, 11,000 h.p., Capt. S. St. J. Farquhar, Hongkong.  
Fitz, river gunboat, 616 tons, 1,200 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze.  
Fœnia, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. E. O. M. Dary, Labuan (Borneo).  
Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winslow, R.C.R., C.V.O., C.M.G., 14,500 tons, 1,400 h.p., 27,000 h.p., Capt. G. C. Cayley, Weihaiwei.  
Mormon, armoured cruiser, 2,800 tons, 14 guns, 11,000 h.p., Captain L. E. Power, M.V.O., Weihaiwei.  
Moorhen, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut. Col. A. G. P. Leith, Hongkong.  
Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., on route to Hongkong and Singapore.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier-Woodward, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambie, Weihaiwei.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, Hongkong.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.  
Sloop, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. M. B. E. Blackwell, Yangtze.  
Taku, torpedo boat destroyer, 305 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hongkong.  
Tamar, receiving ship, 4,550 tons, 6 guns, Commodore Byrnes, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. E. J. Buchanan, Yangtze.  
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. E. Blackwell, Hongkong.  
Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 h.p., Lieut. Comdr. Harold D. Adams, Weihaiwei.  
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, en route to Singapore.  
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. H. Hartford, Weihaiwei.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. M. B. E. Blackwell, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooks, Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

APRIL 1911  
Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, 12 guns, 12,000 h.p., Northern Waters.  
Panther, third class cruiser, 1,830 tons, 6 guns, 12,000 h.p., Theodor Skerf Edl. von Schmidtheim.

FRANCE  
Achéron, armoured gunboat, 1,830 tons, 9 guns, 17,000 h.p., Lieut. Bertrand, Saigon.  
Alger, 2nd class cruiser, 4,320 tons, 12 guns, 12,000 h.p., Commander Fournier, Hongkong.  
Alouette, gunboat, 508 tons, 7 guns, 4,000 h.p., Lieut. Audouard.  
Batonnet, gunboat, 140 tons, Reserve, Saigon.  
Carondelet, gunboat, 184 tons, Reserve, Saigon.  
Désirée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Lamoignon, Saigon.  
Dupetit, armoured cruiser, 7,575 tons, 28 guns, 17,000 h.p., Lieut. Comdr. J. A. B. Marquis, Saigon.

GERMANY  
Tientsin, 1888; Convention, 1880; Tientsin, 1885; Conventions, 1888, 1887 and 1895; Frontier Trade Regulations.  
United States—Tientsin, 1888; Additional, 1888; 1890; Immigration, 1894 Commercial, 1903.

GERMANY—Tientsin, 1881; Peking, 1880; Kiochau Convention, 1898; Railway and Mining Concession, 1898.  
Japan—Shimonoseki, 1895; Liaoning Convention, 1895; Commercial, 1890; New Port, 1896; Supplementary Commercial, 1903.  
Russia—St. Petersburg, 1881; Russian Land Trade, 1881.  
Portugal, 1888; Commercial Treaty, 1904.  
FINAL PROTOCOL made between China and Eleven Powers, 1901.

Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1884; Great Britain (Alliance) 1905; Russia (Peace Treaty), 1905.

TREATIES WITH JAPAN  
Japan, 1854; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1854; Great Britain, 1895.

TREATIES WITH SIAH  
Great Britain, 1856, 1890 and 1909, France, 1898 and 1904; Japan, 1893; Russia, 1899. Great Britain and Russia, Railway Convention, 1892.

CUSTOMS TARIFFS  
TRADE REGULATIONS  
China, Japan, Siam, Corea.

LEGAL DOCUMENTS  
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, etc.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licenses, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

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## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, May 11

For value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, April 13	Dividends	For value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, April 13	Dividends
15/ paid	Alor-Pongau...	...	...	fy. paid	Malacca Ordinary...	9.15.0	...
2/ fy.	Anglo-Johore...	...	...	fy.	Merlimau...	5/10/4	...
17/6	Anglo-Malay...	1.2.10/4	75%	fy.	Morton Syndicate...	...	...
fy.	Bakap...	...	...	fy.	Mount Austin...	1.15.0	...
fy.	Banteng...	...	...	fy.	Narborough Est...	...	...
fy.	Batu Caves...	16.0.0	150%	fy.	North Hummock...	...	...
fy.	Batu Kawan...	...	...	fy.	Padang Jawa...	4/3	15%
fy.	Batu Tiga...	...	...	fy.	Pandan Johore...	...	...
2/ 1/	Berangang Selangor...	5.2.6	10%	fy.	Pataling...	3.1.6	325%
fy.	Bernam Putak...	...	...	fy.	Pelapah (Johore)...	...	...
fy.	Do. Ordinary...	...	...	fy.	Penak...	9/-	124%
fy.	Bidor...	...	...	fy.	Pencero Est...	...	...
fy.	Blands Selangor...	...	...	fy.	Peye...	...	...
fy.	Bukit Cioh...	...	...	fy.	Ramanuf...	...	...
fy.	Bukit Kajang...	2.16.0	112%	fy.	Rimba...	10/- pm	...
fy.	Bukit Mertajam...	3/9	...	fy.	R. Est. of Krian...	...	...
fy.	Bukit Rajah...	15.10.0	80%	fy.	R. of Johore...	...	...
fy.	Bukit Selangor...	...	...	fy.	Sage...	12.10.0	50%
fy.	Catfield...	6.7.6	7 1/2%	fy.	Seafeld...	6.10.0	40%
fy.	Changkat Salak R. and Tin...	...	...	fy.	Selangor...	3.2.0	370%
fy.	Chersonese...	4.4	...	fy.	Selatar Rubber...	...	...
fy.	Chiviot...	...	...	fy.	Sempah...	...	...
fy.	Chota Rubber...	...	...	fy.	Sembayan...	1.17.6pm	...
fy.	Cisco Ordinary...	2.5.0	100%	fy.	Seremban...	4.13.3	15%
fy.	Consol. Malay...	2.5.0	103 1/2%	fy.	Sorangota...	3.16.0	30%
fy.	Damansara...	1.3.4	75%	fy.	Shelford...	...	...
fy.	Dennistown...	7.10.0	50%	fy.	Siginting (N. S.)...	...	...
fy.	Engh. Selangor...	13/-	30%	fy.	Singapore Para...	...	...
fy.	Fed. Selangor...	...	...	fy.	Straits (Bertam)...	...	...
fy.	Gna Kee R. Est...	...	...	fy.	Strathmore R...	7/6	12 1/2%
fy.	Garing (Malacca)...	...	...	fy.	Sungei Bahru...	...	...
fy.	Golden Hope...	4.0.0	25%	fy.	Sungei Choh...	4.12.6	...
fy.	Gula-Kalumpang...	5.15.0	40%	fy.	Sungei Kapar...	13/7 1/2	25%
fy.	H. and Lowlands...	...	...	fy.	Sungei Krait...	...	...
fy.	Inch Kenneth...	5.10.0	30%	fy.	Sungei Liang...	...	...
fy.	Johore Para...	14.0.0	25%	fy.	Sungei Salak...	4.15.0	...
fy.	Johore R. Lands...	...	...	fy.	Sungei Way...	6.6.9	30%
fy.	Jong-Lander...	...	...	fy.	Tangkah...	...	...
fy.	Jugra (Ordinary)...	...	...	fy.	Third Mile...	...	...
fy.	Juru Estates...	...	...	fy.	Tromeltye...	...	...
fy.	K'pong Kuantan...	...	...	fy.	Uti. Sua Betong...	...	...
fy.	Kanung "B"...	5/2 pm	15%	fy.	Val d'Or Est...	...	...
fy.	Kapar Para...	7/3	...	fy.	Vallambrosa...	1.17.9	75%
fy.	Kellias...	9.7.6	65%	fy.	Trust and Finance Companies.	...	...
fy.	Kepong...	...	...	fy.	Anglo-Straits R.T....	...	...
fy.	Killinghall...	...	...	fy.	Eastern Internat. Trust...	...	...
fy.	Kinta Kellas...	...	...	fy.	Mid-East Invest...	20%	10
fy.	Klanang...	...	...	fy.	Rubber Plants. Inves. Trust...	7 1/2%	1
fy.	Klian-Kellas...	...	...	fy.	R. Share Trust...	...	...
fy.	Kota Tinggi...	2/9	...	fy.	Straits M. & Trust...	...	...
fy.	Kota Tampan...	...	...	fy.	India, Ceylon, Borneo, Java and Sumatra.	...	...
fy.	Krubong...	...	...	fy.	Anglo-Java...	...	...
fy.	Kuala Klang...	...	...	fy.	Asahan (Sumatra)...	...	...
fy.	Kuala Lumpur...	8.4.0	75%	fy.	Bangawan R...	...	...
fy.	Kuala Pahi...	...	...	fy.	Berafor...	...	...
fy.	Kuala Selangor...	...	...	fy.	Central Sumatra...	...	...
fy.	Labu...	15/1 1/2	30%	fy.	Indra Peninsula...	...	...
fy.	Landron...	5.1.9	12 1/2%	fy.	Jaya Amalgam...	...	...
fy.	Ledbury...	3.15.0	10%	fy.	Kimanis...	...	...
fy.	Lendu...	2.0.0 pm	...	fy.	Langkoo...	...	...
fy.	Linggi...	...	...	fy.	Manchester...	...	...
fy.	London Asiatic...	2.12.0	150%	fy.	Nirmala (Java)...	...	...
fy.	Lumut Est...	19/10/4	10%	fy.	Pontianak...	...	...
fy.	Madingley Est...	...	...	fy.	Sumatra Para...	12/-	33 1/2%
fy.	Malacca 7 1/2% Cum. Partici-	...	...	fy.	Sumatra Props...	...	...
fy.	pating Pref	10.5.0	10	fy.	United Serran...	5.15.0	10%
fy.		...	...	fy.	Uti. Sumatra...	9/10/4	20%

## VESSELS EXPECTED.

The str. Glenlogan left London on the 28th April, and is therefore due here on or about the 18th instant.

The Mogul Line str. Pathan left United Kingdom on the 12th March for Hongkong via Straits.

The Mogul Line str. Sikh left United Kingdom on the 6th ultimo for Hongkong via the Straits.

The T.K.K. str. Kyo Maru left Callao on the 27th ultimo for Hongkong, and is due to arrive on the 1st August.

HONGKONG TIDE TABLE.

From June 5th to 11th, 1911.

Days of Week	Days of Month	H'kong Mean Time	Height	H'kong Mean Time	Height
Mon.	5	h. m. 5 47	ft. in. 4 9	h. m. 10 56	ft. in. 4 0
Tues.	6	4 35	5 2	11 16	1 8
Wed.	7	6 46	5 8	11 57	2 0
Thurs.	8	7 11	6 1	12 32	2 3
Fri.	9	7 52	6 4	1 51	2 2
Sat.	10	8 46	6 2	2 31	1 7
Sun.	11	9 38	6 1	3 10	1 3
		10 27	4 0	3 48	1 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 4th.

Barometer	29.79	29.92	29.85
Temperature	84	85	84
Humidity	76	78	77
Wind Direction	East	E	SE
Force	1	1	1
Weather	c	c	c
Rain	—	0.01	—

Highest open air Temperature on 3rd... 86  
Lowest open air Temperature on 3rd... 78

ON SALE.

BOUND VOLUMES of the HONGKONG DAILY PRESS. July to December, 1910. With Index. Price £75.00.

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Hongkong, 28th March, 1911



## FORMOSAN SUGAR.

## AN INTERESTING CONTROVERSY.

Two interesting letters have appeared in recent issues of the *Economist* dealing with the position of foreign sugar interests in Formosa. The first letter from Mr. H. W. Arthur was published in the *Economist* of the 25th March, and is as follows:

Sir—My attention has been called to the letter by Mr. Robert Young (Editor of the *Japan Chronicle*), under the heading "The Japanese Government and Foreign Enterprise," in your columns of January 28th, in which he deals with my defence of the attitude of the Japanese Government towards foreigners engaged in the sugar and tea industries in Formosa.

It is very evident that Mr. Young has never visited the island of Formosa, and has relied on second-hand and undependable information for his writings on the subject.

In referring to the two British-owned sugar mills, namely, The Formosa Sugar and Development Company, Limited, and Messrs. Bain & Co.'s Hozan Mills, he says: "I must confess that I have never heard of the former company, but the latter is a well-known undertaking, and though it has fallen in with the Japanese methods, and been granted a monopoly district, it must be remembered that the firm was established in the Chinese era, and the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination. What is very certain is that in later years no such application would have been entertained by the Government-General unless it was perfectly clear that the capital was mainly Japanese or under Japanese control."

I may interest Mr. Young and your readers to learn that the Formosa Sugar and Development Company, Limited, was registered on January 18th, 1908, and that its first annual report and account for the year ended June 30th, 1909, were issued before Bain & Co.'s Hozan Mills was in existence. The latter mill was, in fact, only completed in January, 1910.

In relation of Mr. Young's ill-considered statement as to the antagonism of the Formosan Government-General towards foreign enterprise in the island, and as illustrating the perfectly correct and friendly attitude towards the Formosa Sugar and Development Company, Limited, I may as well mention the following facts:

1. When the Formosa Sugar and Development Company, Limited, was about to be floated, a letter was obtained from the then Civil-Administrator of Formosa to the effect that the company would receive the same treatment as any Japanese company in Formosa.

2. In order to put the company on a footing of equality with the Japanese factories in the island, the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa.

3. No foreign scrip whatever with the exception of Government bonds have ever been so accepted.

4. The company's scrip was originally accepted by the Government at 80 per cent. of face value.

5. It has this year been gazetted that they are now taken at 90 per cent. of face value.

6. That the company has never in any way been discriminated against by the Japanese Government, but has received just treatment as promised by the Civil Administrator.

1. Is better proof wanted that British enterprise is welcomed in Formosa? In the face of the facts just mentioned, it is ridiculous to charge the Japanese Government with discrimination.

As to the charges being taken by the Japanese in the tea industry, I need only say that they are on a par with those applied to the development of the sugar industry.

The British and American interests in the tea trade cannot claim to have a monopoly of it, nor to the way in which should it be conducted, and there is certainly nothing in the treaties to prevent the Japanese from adopting progressive methods in the industry, nor to look for new markets.

If the British and American merchants feel that the trade, as at present conducted, cannot prevail against modern methods (which, by the way, are practised by our own planters in India, it is for them to fall in with the Japanese methods, as has been successfully done in the sugar industry, and apply to the Formosan Government-General for suitable allotments of land to be applied to the cultivation of the tea plant, and such other assistance as has been given to the Japanese tea company. Until this has been asked for, and been refused, it is premature to complain of discrimination.

Most of the British and American tea firms now doing business in Formosa were established in the Chinese era, and to quote Mr. Young's own words, "the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination."—Yours faithfully,

H. W. ARTHUR.  
S. S. Kamo Maru, Port Said.  
February 16th, 1911.

The following reply by Mr. Young appeared in the *Economist* of April 1st.

Sir—Some weeks ago the *Economist* inserted a letter from Mr. H. W. Arthur, of Formosa, traversing certain statements made by your Yokohama correspondent in criticism of the attitude taken up by the Japanese Government towards foreign enterprise in Formosa. Mr. Arthur not only defended the extraordinary methods by which the sugar industry in Formosa has been forced into an unhealthy activity, and which has had the effect of more than doubling the cost of sugar to Japanese consumers, and increasing its consumption from 13 to 10 lbs. per head, but he expressed approval of the application of such methods to the tea industry. He furthermore adduced two cases in which sugar mills had been established by foreigners, and granted the same privileges to bounties and protection enjoyed by Japanese, as evidence that foreigners could enjoy the benefits of the protective system. One of these undertakings, according to Mr. Arthur, was the Formosa Sugar and Development Company, Limited, and the other Messrs. Bain & Co.'s Hozan Mills.

I ventured to intervene in the discussion, particularly with reference to the tea industry, and gave some details of the policy adopted by the Japanese Government in granting lands and subsidies and guaranteeing payment of interest on capital to new Japanese companies. The result of which would inevitably be to drive out the British and American merchants from the trade they had built up. In a rejoinder which appears in the *Economist* of March 25th I observe that Mr. Arthur makes no attempt to controvert the facts stated with regard to the discrimination against foreigners in the Formosa tea industry which have recently been made the subject of diplomatic protest, though he seems to believe that it would be possible for foreigners to obtain, for the asking, a free lease of Government plantations, just as in the case of the Japanese company mentioned. As there is only one such plantation,

and tea factory, upon which the Government is reported to have spent 1,150,000, and which is now granted to a Japanese company on a free lease, it is difficult to see how this could be done. Without dwelling on this point, however, a word may be said regarding the two sugar undertakings in foreign hands adduced by Mr. Arthur as showing that the Government extends the same privileges to foreigners as to Japanese in the matter of grants, bounties, monopolies and subsidies. In my last letter I remarked that while the Formosa Sugar and Development Company was unknown to me by that name, Messrs. Bain & Co.'s sugar mill at Hozan was a well-known undertaking, which, as the firm was established in the Chinese era, could not well have been refused the grant of a monopoly district without directly exposing the Japanese to a charge of discrimination. In reply, Mr. Arthur says that the Formosa Sugar and Development Company, Limited, was registered on July 18, 1908, and that its first annual report was issued before Bain & Co.'s Hozan Mill was in existence. He also says that in order to put the company on a footing of equality with Japanese factories the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa. By implication, therefore, Mr. Arthur's argument is that as another British company unconnected with Messrs. Bain & Co. has been granted the same privileges as Japanese companies in the island, no charge of discrimination can be valid. I am afraid that in employing this argument Mr. Arthur is somewhat disingenuous. Since writing my previous letter I have made inquiries concerning the Formosa Sugar and Development Company, Limited. As a result, I find that the capital of this company is principally held by Bain & Co.'s mill, so-called, at Hozan, and that the two pillars are, in all intents and purposes, identical, carried on by Bain & Co. Company. Thus the distinction between these two companies, upon which Mr. Arthur lays so much stress, is no distinction at all. Furthermore, I learn that Mr. H. W. Arthur was, and presumably still is, a partner in Bain & Co. Company, so that these facts must have been perfectly well known to him. As to the special law to which he refers, I find that two or three years ago a Bill was passed, or an amendment in an already existing law, authorising the deposit of scrip of foreign companies as security for payment of consumption tax—a course which could scarcely have been avoided once permission had been given for the formation of the two companies of Messrs. Bain & Co. Company.

Further comment is unnecessary. The fact that Formosa was specifically excluded from the operation of the Foreign Land Ownership Bill, passed in the last session of the Japanese Diet, notwithstanding that this measure was itself hedged by so many restrictions and conditions as to make it practically worthless as a concession, shows very clearly the policy adopted by the Japanese Government in its endeavour to check foreign enterprise in the territory under its control. It is, I regret to say, not the only indication that the sense of reciprocity is as yet very imperfectly developed in Japanese national policy.—I remain, Yours faithfully,

ROBERT YOUNG,  
Editor, *Japan Chronicle*.  
National Liberal Club, March 30, 1911.

## WEATHER REPORT.

On the 4th at 12.05 p.m.—The barometer has fallen considerably in E. Japan and risen moderately over W. Japan and China.

The depression lying over the Yellow Sea yesterday morning, has reached the Eastern part of the Sea of Japan.

Pressure remains high over the Pacific to the Eastwards of the Bonins, and in slight excess of the normal over the China Sea.

Light to moderate S. monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood... Same as No. 1.  
Formosa Channel... Same as No. 1.  
South coast of China between... Same as No. 1.  
South coast of China between... Same as No. 1.  
Hongkong and Hainan... Same as No. 1.

\* S.E. winds, light to moderate; showery, fine intervals.

## BRITAIN'S BUDGET.

CHANCELLOR FORESHADOWS A YEAR OF EXCEPTIONAL EXPENDITURE.

The Budget was introduced in the House of Commons on the 16th inst. No fresh taxation is imposed. In his Budget statement, Mr. Lloyd George said the combined surpluses from the years 1909-90 and 1910-11 amounted to £5,507,000. The revenue from sugar and tea alone was below the estimate. This was due to poor harvests and increased prices affecting consumption. He proposed to take from the surplus one and a half millions for sanitation, a quarter of a million for the Uganda Railway, harbour, and water supply loans, and apply the remainder to the redemption of debt. Mr. Lloyd George announced that Members of Parliament would be paid salaries of £400 a year. Ministers would be excluded. The innovation would cost a quarter of a million.

The Chancellor estimated the total expenditure at £218,254,000, and the revenue at £218,716,000, leaving a surplus of £462,000, while some twelve millions sterling had been devoted to reduction of debt. The budget of 1909-10 had produced an enormous revenue, which was still growing. Far from injuring the country this budget had given renewed hope and confidence. The trade barometer was set fair. The proposed alteration in the cocoa and chocolate duties removing their protective character, and Mr. Lloyd George would involve a loss of £45,000. With other small alterations, the working surplus would be £337,000. He estimated the revenue from tea at £6,500,000, an increase of £371,000. It was a year of exceptional expenditure. The Chancellor further anticipated a substantial reduction in 1913.

Mr. Austen Chamberlain opposed the payment of members absolutely and said that Parliament's usual service to the people had been the making of the country. If members were paid, he added, why not county and district councillors and every other local body? Mr. Chamberlain heartily approved of the Chancellor's cocoa proposals.

LATEST STEAMER MOVEMENTS.

The H. A. Linde str. *Aradisa* left Shanghai on the 2nd instant p.m., and may be expected here to-morrow a.m.

The P. & O. S. N. Co.'s str. *Aradisa* left Singapore for this port on the 3rd instant, 7 p.m., with the outward English Mail, and is due here on the 7th instant, at about 9 a.m., and will leave probably for Shanghai on the 9th instant, at daylight.

ARRIVALS AT HOME.

June 2nd—*Kistuck*, *Prim Lady*.

## BY ROYAL WARRANT

## PURVEYORS TO

## H.M. KING GEORGE V.

## JOHN BEGG'S

## SCOTCH WHISKY.

## WHOLESALE AGENTS:

## DADY BURJOR &amp; Co.

## 7, QUEEN'S ROAD CENTRAL,

## HONGKONG,

## TELEPHONE No. 665.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

## Mr. H. Adam

## Mr. J. I. Andrew

## Mr. P. Barnett

## Mr. Beckmuller

## Mr. B. Bonnet

## Mr. S. M. Brown

## Mr. C. O. Brant

## Mr. P. F. Chivers

## Mr. D. E. Clark

## Mr. W. E. Clarke

## Mr. H. L. Gordon

## Mrs. Gaudin

## Mrs. Delgoth

## Mr. N. E. Davidson

## Mr. W. C. Drew

## Mr. E. J. W. Eames

## Mr. W. A. Edgar

## Mr. and Mrs. H. C.

## Mr. E. S. Elverson

## Mr. F. E. Eason

## Mrs. Farman

## Mr. H. G. Fisher

## Mr. J. Forrester

## Mr. H. Garver

## Mr. V. Goulbourne

## Mr. M. Gonzalez

## Mr. E. Gonzalez

## Capt. T. P. Hall

## Mr. J. C. Hamilton

## Mr. G. Harrison

## Mr. H. Harris

## Mr. J. W. Haydon

## Mr. T. F. Heaton

## Mrs. A. U. Heron

## Hon. &amp; Mrs. E. A. Hewitt

## Mr. E. S. Kable

## Mr. John Lennox

## Mr. H. P. Linnell

## Mr. G. W. McEwen

## Mr. McElroy

## Capt. &amp; Mrs. Merles

## Miss Morrison

## Mr. P. McKee

## Capt. and Mrs. W. C.

## Mr. H. Pearson

## Mr. J. Peering

## Mr. S. Ray

## Mr. J. Gordon

## Mr. A. Granada

## Mr. A. Harper

## Mr. Harrison

## Mr. Hodgson

## Mr. T. Hood

## Mr. E. S. Kable

## Mr. John Lennox

## Mr. H. P. Linnell

## Mr. G. W. McEwen

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## Mr. H. P. Linnell

## Mr. G. W. McEwen

## Mr. McElroy

## Capt. &amp; Mrs. Merles

## Miss Morrison

## Mr. P. McKee

## Capt. and Mrs. W. C.

## SHIPPING IN PORT

## STEAMERS

ANOHIN, German str., 1,035, Chr. Kampel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.

CHRONOS, British str., 1,255, V. McJidell, 31st May—Tientsin and Chetoo 25th May, General—Jardine, Matheson & Co.

CHILDA, Norwegian str., 1,102, H. Nielsen, 1st June—Bangkok 25th May, Rice—Argard, Thomson & Co.

DEVAWANG, German str., 1,057, E. Gathmann, 26th May—Bangkok 18th May, Rice—Butterfield & Swire.

EMPEROR OF CHINA, British str., 3,046, R. Archibald, 1st June—Shanghai 29th May, Mail and General—C. P. E. Co.

FAUBANG, British str., 1,400, H. S. Malkin, 1st June—Port Coubert 30th May, Coal—Jardine, Matheson & Co.

GURFALOE, British str., 1,454, J. Mason, 1st June—Singapore 26th May, General—Order.

HIKOSAN MARU, Japanese str., 2,370, Yamamoto, 1st June—Mojji 26th May, Coal—Mitsui Bussan Kaisha.

HONGKONG MARU, Japanese str., 3,439, H. Hinkuma, 31st May—Mojji 26th May, General—Toyo Kisen Kaisha.

HONGKONG, French str., 739, A. Corneliussen, 2nd June—Haiphong 30th May and Hoi-lung 1st June, General—A. R. Marty.

KASAGO, British str., 1,144, C. Laver, 22nd May—Chinkiang 17th May, Rice—Butterfield & Swire.

KOCHICHO, German str., 1,295, Roselofsky, 31st May—Seigon 27th May, Rice—Butterfield & Swire.

KUMERIC, British str., 4,066, G. B. McGill, 30th May—Manila 28th May, —The Bank Line.

KUMSANG, British str., 2,073, F. Wheeler, 29th May—Singapore 28th May, General—Jardine, Matheson & Co.

KWANTUNG, Chinese str., 1,536, Stewart, 29th May—Shanghai 25th May, General—C. M. S. N. Co.

LARGO LAU, British str., 3,774, R. F. Hollett, 1st June—Guanyin 1st May—Eng Hok Fong S. S. Co.

LOCKYUN, German str., 1,027, W. Tanbert, 1st June—Bangkok 26th May, Rice and Mail—Butterfield & Swire.

LOHMAN, British str., 3,222, W. J. Lockhart, 24th May—Mojji 19th May, Coal—Doddell & Co.

NINPOON, British str., 1,228, T. W. Piekhard, 31st May—Nerohwan and Chetoo 25th May, General—Butterfield & Swire.

ONSANG, British str., 1,787, Smith, 26th May—Chinawato 19th May, Coal—C. E. & M. Co.

PHUMPHEN, British 1,065, J. H. Scott, 27th May—Saigon 25th May, Rice and General—Chinese.

PITSANULOK, German str., 1,234, D. Reimera, 24th May—Bangkok 20th and Sratow 23rd General—Molchers & Co.

PETCHABURI, German str., 1,373, O. Goswisch, 31st May—Bangkok 24th May, Rice and Mail—Order.

QUARANT, German str., 1,885, T. Denton, 27th May—Wakamatsu 21st May, Coal—Sander, Wieler & Co.

SABINE RICKMERS, Dutch str., 873, D. E. Boore, 1st June—Fochow 30th May, Ballast—Asiatic Petroleum Co.

SIBERIA, American str., 6,655, A. Zander, 29th May—San Francisco 3rd May, Mail and General—P. M. S. S. Co.

TAMING, British str., 1,370, G. H. Pommefather, 2nd June—Manila 30th May, Hemp, and Sugar—Butterfield & Swire.

THEPUS, British str., 4,296, J. Barre, 31st May—Yokohama via Shanghai 28th May, General—Butterfield & Swire.

TSUNAMI, Dutch str., 4,501, J. P. Scholtes, 13th May—Nagasaki 6th May, Coal—Jardine, Matheson & Co.

WOKOKO, German str., 1,115, H. Olden, 26th May—Bangkok 18th May, Rice and General—Butterfield & Swire.

SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,396, James, White, 12th May—New York 20th Jan. Kerosene Oil—Standard Oil Co.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 787 x 88 x 34' 6"

Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

## JAVA-CHINA-JAPAN LIJN

## REGULAR FORTNIGHTLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPIRED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	—	—	JAVA	First half of June
TJIMAH	—	—	JAVA	First half of June
TJITAREM	JAVA	First half of June	SHANGHAI	First half of June
TJITAJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIPANAS	JAVA	First half of July	JAPAN	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 30th May, 1911.

## SWEDISH EAST ASIATIC



## SHIPPING

## ARRIVALS.

AMIGO, German str., 822, W. Langeweg, 3rd June—Haiphong 1st June, General—Johnson & Co.  
CHINUA, British str., 3rd June—Canton.  
CLARA JENSEN, German str., 1,102, H. Ipland, 3rd June—Hongkong 1st June, General—Johnson & Co.  
HAIHUN, British str., 641, J. W. Evans, 3rd June—Swatow 2nd June, General—Douglas, Laprak & Co.  
HAIHAN, British str., 1,103, J. S. Road, 4th June—Fuzhou, Amoy and Swatow 3rd June, General—Douglas, Laprak & Co.  
KOUU MARU, Japanese str., 2,836, Cowin, 3rd June—Mojito 28th May, Coal—Gilmun & Co.  
KWANGLEE, Chinese str., 1,468, Pratt, 4th June—Shanghai 1st June, General—C. M. S. N. Co.  
KWANGTSE, Chinese str., 3rd June—Canton.  
LAUREN, British str., 1,340, Page, 3rd June—Saigon 3rd May, Rice—W. F. Sing.  
NEHA, British str., 2,917, E. J. Fox, 3rd June—London 29th May, General—P. & O. S. N. Co.  
QUANTA, German str., 3rd June—Canton.  
SHANTUNG, British str., 1,306, Robinson, 3rd June—Kuan-chow-wan 2nd June, Salt—Butterfield & Swire.

## DEPARTURES.

3rd June.  
BENMOH, British str., for Kobe.  
BUYO MARU, Japanese str., for Dairen.  
CARL DIERICHSEN, Ger. str., for Hobe.  
MAHA CHAKRABARTI, Siamese str., for Haiphong.  
MARIE, German str., for Saigon.  
PARHAI, British str., for Honghai.  
EIGON, German str., for Haiphong.  
SLAVONIA, German str., for Hongkong.  
SUCHIN Siamese Royal Navy, for Haiphong.  
TAMBU, British str., for Amoy.  
TILWONG, Dutch str., for Batavia.  
ULIV, Norwegian str., for Shanghai.  
4th June.  
CHINUA, British str., for Shanghai.  
DAIGI MARU, Japanese str., for Swatow.  
HAIHUN, British str., for Swatow.  
KUMCHOW, British str., for Saigon.  
NUBIA, British str., for Shanghai.

## SHIPPING REPORTS.

The Chinese str. *Kwanglee* reports: Fine clear weather all the way and S.W. winds.  
The British str. *Haiphong* reports: Light S.W. winds, smooth sea and fine weather.

## VESSELS PASSED ANJER.

May 3, Dutch str. *Bullion*, from Amsterdam for Batavia.  
May 13, Dutch str. *Goetoele*, Le Clercq, April 8, from Rotterdam for Batavia.  
May 18, German str. *Hamburg*, Müller, from Hamburg for Batavia.  
May 18, Dutch str. *Banda*, Prins, May 18, from Batavia for Amsterdam.  
May 19, British str. *City of Durham*, Boyce, from Mauritius for Manila.  
May 19, Dutch str. *Deutch*, Bunge, May 14, from Batavia for Rotterdam.

## PASSENGERS.

ARRIVED.  
Per *Haitan*, from Coast Ports, Messrs Logan and Sontherly.  
Per *Nubia*, for Hongkong, from London, Mr. J. A. Bullin, Mrs. E. Lewis, Miss M. Kidstone, Surg. and Mrs. Hastings, Sub-Lt. Mansfield, Capt. T. W. Sapp and servant, from Colombo, Mr. D. B. Seaman, from Singapore, Mr. Smythe and child, Mr. F. B. Spender and Mr. J. K. Urquhart, for Shanghai, from London, Mr. and Mrs. S. Watson and 2 children, Mr. Norbury, from Malta, Mr. W. R. McVittier, from Singapore, Mr. A. Covey, Mr. E. White and W. H. Duns, for Kobe, from London, Mr. and Mrs. J. W. Jameson, for Yokohama, from Singapore, Mr. H. J. Jones and Rev. W. Edwell.  
DEPARTED.  
Per *Haiphong*, for Swatow, Mr. B. Jenkins, for Fouchow, Messrs L. Gibbs, I. Hildbrandt and John Anderson, for Wakamatsu, Capt. and Mrs. Acton.  
EXPECTED.  
Per P. & O. str. *Arctida* due here on the 7th June, from London on 5th May, for Shanghai, Mr. J. R. Mirless, from Marseilles on 12th May, for Hongkong, Mr. W. D. Barnes.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship.

ARRAFOON APCAR.  
Captain G. F. Hudson, will be despatched for above Ports on SATURDAY, the 10th June, at 4 P.M.  
For Freight or Passage, apply to:  
DAVID SANBORN & Co., Ltd., Agents.  
Hongkong, 2nd June, 1911. [780]

## SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.  
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA."  
Captain Belsito, will be despatched as above on TUESDAY, the 13th June, at Noon.  
For further particulars regarding Freight and Passage, apply to:  
CARLOWITZ & Co., Agents.  
Hongkong, 31st May, 1911. [4]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & ETC.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON, & Co., Ltd.	To-day.
LONDON, &c., via USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NILS	Brit. str.	—	E. F. Dady, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Schillinghamer	HAMBURG-AMERICA LINE	On 6th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	STRONTHIA	Ger. str.	k. w.	Kotite	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEASILLA	Ger. str.	k. w.	Meass	HAMBURG-AMERICA LINE	On 9th inst.
HAVRE, BREMEN & HAMBURG, &c.	FEIENFELS	Ger. str.	k. w.	Dieckhusen	HAMBURG-AMERICA LINE	On 8th July.
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAWACHI MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ASUTSU MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Knaissel	HAMBURG-AMERICA LINE	On 23rd inst.
NEW YORK via PORTS & SUEZ CANAL	DACE CASTLE	Am. str.	—	—	—	About 21st inst.
VANCOUVER via HANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 10th inst., at 6 P.M.
VANCOUVER via HANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. Co.	On 23rd inst., at Noon.
VICTORIA, B.C. & TACOMA via KEELUNG, SOHAI, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 13th inst., at 11 A.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 20th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KUMERIC	Brit. str.	—	G. B. McGill	THE BANK LINE, LIMITED	To-morrow.
VANCOUVER (Direct)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN	SIBERIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 9th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst., at 1 P.M.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 30th inst., at 1 P.M.
PORTLAND via JAPAN	HEWIK ISEN	Brit. str.	1 m.	Christian Smith	PORTLAND & ASIATIC S.S. Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 17th inst., at D'light
AUSTRALIAN PORTS via MANILA	COLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 7th July, at Noon.
AUSTRALIAN PORTS via MANILA	NITRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 8th inst., at 11 A.M.
KOBE & YOKOHAMA	MITASAKI MARU	Jap. str.	—	T. Murai	MELCHERS & Co.	About 27th inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Isoko	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NITRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Jap. str.	—	H. Hinokuma	TOYO KAISEN KAISHA	On 17th inst., at 1 P.M.
JAPAN	THIATJAP	Dut. str.	—	Rooy	JATA-CHINA-JAPAN LINE	Quick despatch
TIENSIN via SWATOW, WEIHAIWEI & CHEFOO	CHONGHONG	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
WEIHAIWEI, TIENSIN	HUTCHIN	Brit. str.	1 m.	Hockar	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
HANGHAI, KOBE & YOKOHAMA	SAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	J. Toranaka	NIPPON YUSEN KAISHA	On 7th inst.
SHANGHAI	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 8th inst., at D'light
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 14th inst.
SHANGHAI, MOJI KOBE & YOKOHAMA	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	—	—	OLAF WIL & Co., Ltd.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	On 19th inst.
SHANGHAI	TAIPEI	Dut. str.	—	V. Zwart	JATA-CHINA-JAPAN LINE	Quick despatch
TAMBU via SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 11th inst., at 10 A.M.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 7th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Rook	DOUGLAS LAFRAIR & Co.	On 5th inst., at 11 A.M.
HAIPHONG	HAICHING	Brit. str.	2 h.	W. C. Passmore	BUTTERFIELD & SWIRE	On 7th inst., at 10 A.M.
MANILA, CEBU & ILOILO	SUNOKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennelfather	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 2 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. H. Rolfe	SHEWAN, TOMES & Co.	On 10th inst., at 4 P.M.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 20th inst., at 4 P.M.
SANDAKAN	RUBI	Am. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
KUDAT & SANDAKAN	MAUBANO	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	End of June.
BOMBAY via SINGAPORE & COLOMBO	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	On 13th inst.
SINGAPORE, PENANG & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	G. F. Hudson	DAVID SANBORN & Co., Ltd.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.
SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUROPE	KUMANG	Brit. str.	—	W. G. G. Lesak	MELCHERS & Co.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	GENESEE	Ger. str.	—	Ph. Oberauer	JATA-CHINA-JAPAN LINE	Quick despatch.
	TILWONG	Dut. str.	—	Van D. Jalink		

## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

## TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG  
(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS M.M. Co.'s AGENT.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

From Quebec.

"EMPERESS OF CHINA" Sat., 10th June  
"MONTAGUE" Wed., 28th June  
"EMPERESS OF INDIA" Sat., 1st July  
"EMPERESS OF JAPAN" Sat., 22nd July  
"EMPERESS OF CHINA" Sat., 12th Aug.  
"EMPERESS OF INDIA" Sat., 2nd Sept.

"ALLAN LINE" Friday, 7th July  
"EMPERESS OF IRELAND" Fri., 23rd July  
"ALLEN LINE" Friday, 18th Aug.  
"EMPERESS OF BRITAIN" Fri., 8th Sept.  
"ALLEN LINE" Friday, 29th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M.

"Montague" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Pacific "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... \$43.  
and 1st Class Railway ..... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	On 10th June, 4 P.M.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	On 20th June, 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 31st May, 1911.

SHEWAN, TOMES & Co., General Managers.  
PHILIPPINES S.S. Co. [13]

## PORTLAND &amp; ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD  
AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HENRIK ISEN"	4,578	Christen Smith	On 20th June, Noon.
"HERCULES"	3,759	Reas Wilhelm	On 30th June, Noon.

United States Points. For through rates of Freight and further information, communicate with or apply to  
FRED J. HALTON, AGENT. [94]  
King's Building, (Opposite Blake Pier).

## NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
SINGAPORE, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, TRAPANI, ANTWERP and HAMBURG	"GNEISENAU"	16,000	Wed., 7th June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK"	17,000	About 14th June.
MANILA, YAP, MARONI, SAMAR, KAL NEGUIN, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	6,750	Saturday, 17th June, at D'light
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,100	About 27th June.
KUDAT and SANDAKAN	"BORNEO"	5,050	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 2nd June, 1911. [5]

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE."  
Captain G. E. Warner, will be despatched as above TO-DAY, 5th June.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 17th May, 1911. [719]

CANADIAN  
PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"KUMERIC."

FROM HONGKONG.

TO-MORROW (TUESDAY), the 6th JUNE.

To be followed by the Steamer

LUCERIC ..... 30th JUNE.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY Co.,  
Hongkong.

Hongkong, 27th May, 1911. [753]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELHI."  
Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 10th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "HIMALAYA," due in London on the 23rd July, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT, Superintendent.  
Hongkong, 29th May, 1911. [1]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS  
AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	Light, 8th June	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 10th June	See Special of Call.
LONDON and ANTWERP	NILE	About 15th June	Freight and Passage.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA	About 15th June	Freight and Passage.

For Further Particulars apply to  
E. A. HEWETT, Superintendent.

Hongkong, 5th June, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 6th June, 4 P.M.	
HAIPHONG	"SUNGKIANG"	On 7th June, 10 A.M.	
WEIHAIWAI and TIENTSIN	"HUICHOW"	On 12th June, 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.			
S.S. "LINTAN" and S.S. "SANUI"			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation. Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

YB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGAPORE and \$30 RETURN.

For Freight or Passage apply to—  
HONGKONG, 3rd June, 1911.

BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
TIENTSIN VIA SWATOW WEI	CHEONGSHING	Tuesday, 6th June, Noon.	
HAIWEI & CHEFOO		Wednesday, 7th June, Noon.	
SINGAPORE, PENANG, GALAPUTTA	KUMSANG	Saturday, 10th June, 2 P.M.	
MANILA	YUNTSANG	Saturday, 10th June, 2 P.M.	
SANDAKAN	MAUSANG	Thursday, 15th June, Noon.	

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUMSANG," "YUNTSANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Hainan & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Davao, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—  
HONGKONG, 3rd June, 1911.

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
ROTTERDAM, HAMBURG and ANTWERP	S.S. ARCADIA	6th June	
FOR HAYRE, BREMEN and HAMBURG	S.S. FREIENFELS	9th June	
FOR ROTTERDAM, HAMBURG and ANTWERP	S.S. SCANDIA	23rd June	
FOR HAYRE & HAMBURG	S.S. SITHONIA	26th June	
FOR ROTTERDAM & HAMBURG	S.S. SLAVONIA	8th July	
FOR ROTTERDAM & HAMBURG	S.S. BRASLIA	9th July	

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SILVIA ... 19th June.

S.S. HELLAS ... 20th June.

S.S. SPEZIA ... 1st July.

S.S. SILESIA ... 12th July.

S.S. PREUSSEN ... 28th July.

S.S. ALESIA ... 9th Aug.

For Further Particulars, apply to—  
HONGKONG, 23rd May, 1911.

HAMBURG-AMERIKA LINIE, Hongkong Office.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# SWATOW, AMOY AND FOCHOW AND RETURN.

FOR	STEAMERS	TO SAIL	REMARKS
"HAITAN"	Capt. J. S. Rosch...	TUESDAY, 6th June, at 11 A.M.	
"HAICHING"	Capt. W. C. Passmore...	FRIDAY, 9th June, at 11 A.M.	

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 31st May, 1911.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

# SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene...	FRIDAY, June, 3rd, 1 P.M.
AMERICA MARU	11,500	A. G. Stevens...	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent...	FRIDAY, July 23rd, 1 P.M.
NIPPON MARU	11,000	H. S. Smith...	FRIDAY, Aug. 18th, 1 P.M.

† Triple Screw, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at 1 P.M.

# SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

# FARES FROM HONGKONG.

TO	FARE
SAN FRANCISCO	\$ 45-0-0, Single
NEW YORK	\$ 60-0-0, "
LONDON	\$ 71-10-0, "
"	\$ 120-0-0, Return 6 Months
"	\$ 125-0-0, " 24 "
SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 7th June, at 10 A.M.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 11th May, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—  
1st CLASS \$45.50 2nd CLASS \$29.90.

For Information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

"The Beer That's Brewed to Suit The Climate"

O. B.  
BEER.

"Just Try It"

# U.S. MAIL LINE.

# PACIFIC MAIL S.S. CO.

# SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

# PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	DATE OF SAILING
SIBERIA	18,000	FRIDAY, 24th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING-BERTH and MEALS ACROSS AMERICA.

# SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

# INTERMEDIATE SERVICE.

CHINA.....10,200 Tons ..... FRIDAY, 16th June, at 1 P.M.

PERSIA ..... 9,000 Tons ..... FRIDAY, 7th July, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—  
(SUBJECT TO ALTERATION.)

DESTINATIONS	STEAMERS	TONS	DATE OF SAILING
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 7th June, at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	WED'DAY, 14th June, at 1 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 21st June, at Daylight
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from Kobe
VICTORIA, B.C. and SEATTLE	INABA MARU Capt. S. Toninaga	7,000	TUESDAY, 20th June, at 4 P.M.
SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 13th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 7th June, at Noon
SHANGHAI, MOJI, and KOBE	BOMBAY MARU Capt. J. Tenosaka	5,000	WED'DAY, 7th June, at Noon
KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Murai	9,000	THURSDAY, 8th June, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	TUESDAY, 13th June, at Noon

† Calling at Djibouti. \* Carries Deck Passengers. ‡ Cargo only.

# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

# SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40] T. KUSUMOTO, MANAGER.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 15, DES VŒUX ROAD, HONGKONG.  
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TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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LAMPS

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Saving in current 70%

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ESTABLISHED 1859.

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**FELT AND WOOL HATS SOFT AND STIFF.**

DAILY PRODUCTION 20,000 HATS BY 3,500 WORKMEN.

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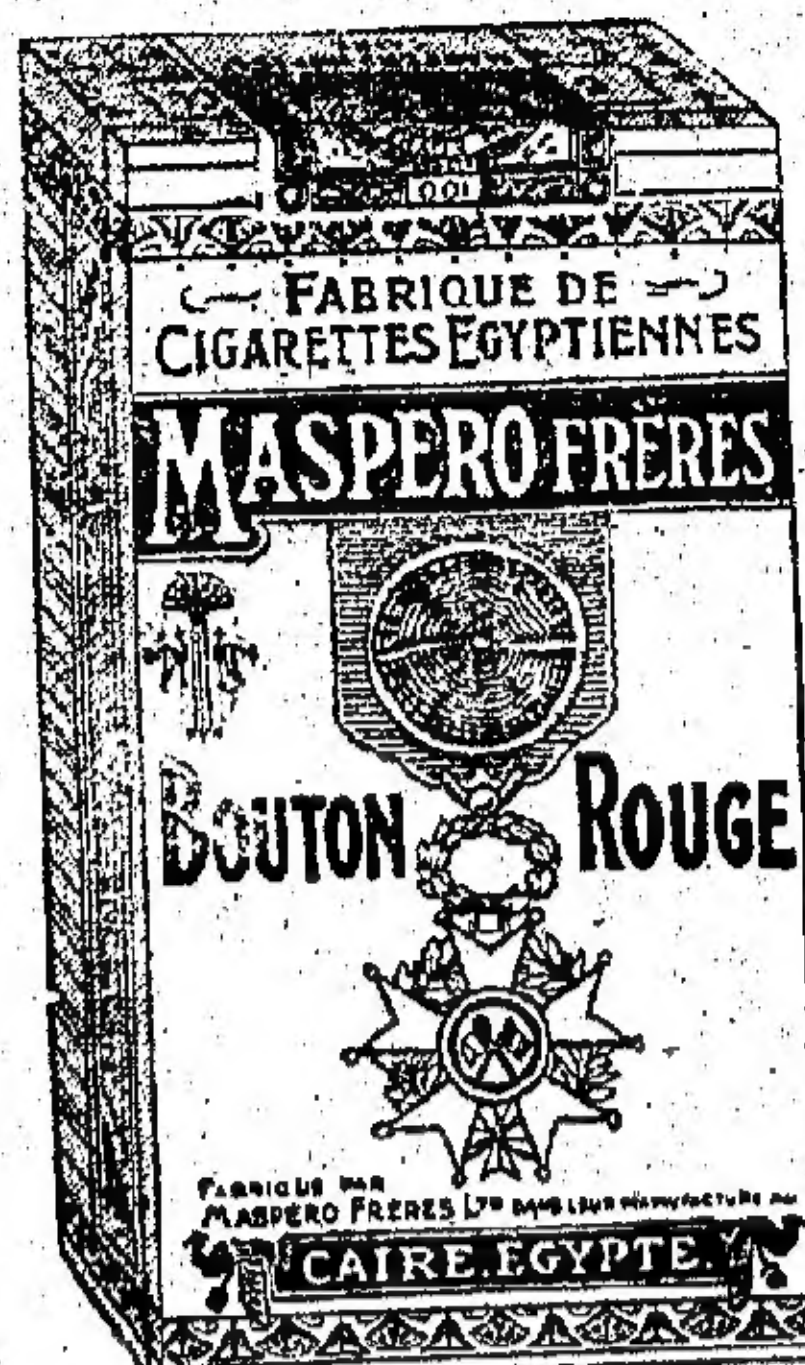
## EXCHANGE

## CLOSING QUOTATIONS.

June 2nd.	
ON LONDON—	
Telegraphic Transfer .....	1/94
Bank Bills, on demand .....	1/94
Bank Bills, at 30 days' sight .....	1/94
Bank Bills, at 4 months' sight .....	1/94
Credite, at 4 months' sight .....	1/10
Documentary Bills at 4 months' sight .....	1/10
ON PARIS—	
Bank Bills, on demand .....	229
Credite, at 4 months' sight .....	233
ON GERMANY—	
On demand .....	185
ON NEW YORK—	
Bank Bills, on demand .....	44
Credite, at 60 days' sight .....	45
ON HAMBURG—	
Telegraphic Transfer .....	135
Bank, on demand .....	136
ON CALCUTTA—	
Telegraphic Transfer .....	135
Bank, on demand .....	136
ON SHANGHAI—	
Bank, at sight .....	74
Private, 30 days' sight .....	75
ON YOKOHAMA—	
On demand .....	89
ON MANILA—	
On demand .....	77
ON SINGAPORE—	
On demand .....	108
ON BATAVIA—	
On demand .....	11
ON HATYONG—	
On demand .....	1
ON BANGKOK—	
On demand .....	84
SOVEREIGNS, Bank's Buying Rate .....	\$10.95
GOLD LEAF, 100 fine, per tael .....	\$57.20
BAR SILVER, per oz. .....	24 1/2

SUBSIDIARY COINS.	
	per cent.
Chinese .....	20 cents pieces, \$7.15 discount.
Chinese .....	10 " " \$7.25 "
Hongkong .....	20 " " \$7.00 "
Hongkong .....	10 " " \$7.18 "

## THE CIGARETTES OF DISTINCTION

**Bouton Rouge**  
and **Felucca**A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's—

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



# Hoehl

Extra Dry

gout americain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Ernest Simon*, with the French Mail, leaves Saigon on Friday, the 2nd inst., at 2.00 p.m., and may be expected here to-day.

PORT	PER	DATE
Macao	Kioshon	Monday, 5th, 8.00 A.M.
Singapore, Penang and Colombo	Manatoutshfre	Monday, 5th, 9.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Ernest Simon	Monday, 5th, 4.00 P.M.
(SIBERIAN MAIL TO EUROPE)		
Kaohsiung, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, Seattle, and Portland (Or.)	Kamerie	Tuesday, 6th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 6th, 10.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Cheongshing	Tuesday, 6th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUNISORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Only correspondence superimposed French Mail or s.s. <i>Nava</i> will be forwarded. The Mail to Europe, etc., will be forwarded per German Mail steamer <i>Gneissau</i> , on 7th inst.		
Macao, Cebu and Iloilo	Sui Tai	Tuesday, 6th, 1.15 P.M.
Singapore, Penang and Colombo	Tamara	Tuesday, 6th, 3.00 P.M.
Singapore	Kaga Maru	Tuesday, 6th, 5.00 P.M.
Hatphong	Sibi	Wednesday, 7th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Singhaing	Wednesday, 7th, 10.00 A.M.
Singapore, Penang and Calcutta	Nikito Maru	Wednesday, 7th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUNISORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao, Cebu and Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Gneissau	Friday, 9th, 10.00 A.M.
Swatow, Amoy and Foochow	Yavata Maru	Friday, 9th, 10.00 A.M.
KRELLUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
EUROPE, &c., INDIA VIA TUNISORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, 9th June, at 5 p.m.		
Macao, Cebu and Iloilo	Yavata Maru	Friday, 9th, 10.00 A.M.
Macao, Cebu and Iloilo	Haiching	Friday, 9th, 10.00 A.M.
Singapore, Penang and Calcutta	Siberia	Friday, 9th, 10.00 A.M.
BRANCHES, SHANGHAI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE		
Tientsin	Hutchow	Monday, 12th, 3.00 P.M.

## SHARE LIST—QUOTATIONS. HONGKONG, JUNE 2ND, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$83, buyers
China Bank, Limited	50,000	\$12	all	\$9
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$61, buyers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, sales & buy.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 47 1/2
Isou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 57
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 80	all	Tls. 20
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$20 1/2, buyers
DOCKERS AND WHARVES—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$48, sellers
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$54, buyers
Hongkong & Wharves & G. Co., Ltd.	10,000	\$50	all	\$72, buyers
New Ancey Dock Co., Limited	55,700	Tls. 100	all	Tls. 60
Shanghai Dock and Engineering Co., Ltd.	56,000	Tls. 100	all	Tls. 87, sales
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	all	\$5, sellers
Fenwick & Co., Limited	400,000	\$10	all	\$11.15, buyers
Green Island Cement Co., Limited	7,000	\$10	all	\$12.5
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$11.5
Hongkong Electric Co., Limited	12,000	\$50	\$25	\$75, buyers
Hongkong Hotel Company, Limited	8,000	Pa. 10	all	\$11, sellers
Manila Metropolitan Hotel Limited	15,000	\$50	all	\$18.5, sellers
Hongkong Ice Company, Limited	60,000	\$10	all	\$17, buyers
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	\$7	\$7 1/2, buyers
Hongkong & South China Steam Fisheries Co., Ltd.				
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$105
China Traders Insurance Co., Limited	8,000	\$250	\$50	\$325, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$25	\$5	\$16.5, buyers
North-China Insurance Co., Limited	12,400	\$250	\$100	\$815
Union Insurance Society, Limited	12,000	\$100	\$50	\$190, buyers
Yangtze Insurance Association, Limited				
LAND AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$94, sellers
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$5, sales
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$23, buyers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 94
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47, sales
West Point Building Co., Limited				
MINING—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	60,000	\$10	\$1	\$1, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$85
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$19
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$31, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$68, sel. (1/2 dou.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$68, sel. (1/2 dou.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$9 1/2, sellers
Star Ferry Company, Limited	2,500,000	\$10	all	\$244, ex div.
South China Morning Post, Limited	10,000	\$10	\$5	\$15 1/2, x div.
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	50,000	\$10	all	\$12, buyers
Weismann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	\$4	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300
Union Waterboat Co., Limited	100 ftders	\$10	all	\$6 1/2

Daily Wire	
Para Rubber in London	3/11 per lb, quiet
LOANS	Amount.
Chinese Imperial 1880	Tls. 767,200
	Tls. 253
	VERNON & SMYTH, Share Brokers.

## "OSRAMS"! "OSRAMS"! "OSRAMS"!

THE BEST METALLIC FILAMENT LAMP MADE.  
PRICES REDUCED FROM 1ST JUNE.

The "OSRAM" Lamp, notwithstanding numerous cheap imitations and other Foreign-made Metallic Lamps, holds its own and commands a higher price on its merits, which are—

1st **PAYING** its own cost in 150 hours' burning by the reduction in Electric Light bills.2nd **LONG LIFE**, the average being 3,000 hours without blackening or taking more current.3rd **LOW CONSUMPTION**, the average being 1 Watt per Candle-power as against 4 Watts for the Ordinary Carbon Lamp.

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THE NESTLÉ & ANGLO-SWISS  
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CHAM (SWITZERLAND) AND LONDON.

**Milkmaid**BRAND  
**Milk**GUARANTEED  
FULL CREAM.  
LARGEST SALE  
IN THE  
WORLD.**STERILIZED  
NATURAL MILK.**A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:  
20 Cents Per Tin.  
\$2.30 ..... Per Doz. Tins.  
\$9.00 ..... Per Case of 4 Doz. Tins.

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HONGKONG CO-OPERATIVE SOCIETY,  
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THE  
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OF  
GINS."  
THE  
CONNOISSEUR'S  
BRAND.

**H. PRICE & CO., LTD.,**  
12, QUEEN'S ROAD CENTRAL.  
HONGKONG.

TJ-DAY	
Bank Holiday.	
FORTHCOMING EVENTS.	
Monday, 12th June—Auction of Crown Land at Kennedy Road, by Public Works Dept. 3 P.M.	
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd. 12.30 P.M.	

ON SALE.	
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG	
For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years from 1874 to 1909.	
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.	

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